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On SUNDAY, 5th JUNE, 1932
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DIARY OF LOCAL EVENTS.

TO-DAY.

(May 31.)

Rotary Club Tiffin, Lane, Crawford's Restaurant.
Lammer's Auction Sale of "Rosella" Groceries, Sales Rooms, 19.20 a.m.

Chess.—Open Championship, A. C. Ridlington to H. W. Randall; D. E. Carvalho to B. W. Paul; S. L. Husain to C. M. Sequeira; G. W. (Green) to I. A. Boulani.

King's Theatre: "Oh For A Man!"

Queen's Theatre: "Private Lives."

Central Theatre: "Love's Triangle" (Chinese film).

World Theatre: "Midnight Thrill" (Chinese film).

Star Theatre: "Bad One."

Ten Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Hong Kong Hotel, Peninsula Hotel and King's Restaurant.

Tides:—High at 7.24 and 19.20; Low at 5.05 and 13.10.

WEDNESDAY.

(June 1.)

Whist Drive at Seamen's Institute, 9 p.m.

Queen's Theatre: "Private Lives."

King's Theatre: "Secrets of A Secretary."

Central Theatre: "Love's Triangle" (Chinese film).

World Theatre: "Midnight Thrill" (Chinese film).

Star Theatre: "A Man's Man."

Ten Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Hong Kong Hotel, Peninsula Hotel and King's Restaurant.

Tides:—High at 7.45 and 20.25; Low at 5.26 and 14.00.

THURSDAY.

(June 2.)

Theosophical Society Meeting, 6 p.m.

Entries Close for Eighth Extra Race Meeting, noon.

Central Theatre: "Humanity."

Queen's Theatre: "Private Lives."

King's Theatre: "Secrets of A Secretary."

Star Theatre: "A Man's Man."

World Theatre: "Midnight Thrill" (Chinese film).

Ten Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Hong Kong Hotel, Peninsula Hotel and King's Restaurant.

Tides: High at 8.06 and 21.20; Low at 1.05 and 14.00.

IT PAYS TO SPECIALISE DISCOVER YOUR CHILDREN'S HIDDEN TALENTS.

BY MRS. SAM SLOAN.

Conditions of life have changed so vastly during the last 20 years or so that to make one's way in the world it has become essential to specialise in something or other, to cultivate some distinctive feature in our work.

There is hardly a person so mediocre, so colourless, as not to have or bent of some kind, if it is only looked for, discovered and intelligently cultivated. It may lie in some obscure or homely sphere, and for that very reason is apt to be passed over, but no talent or bent is so insignificant that it is not worth developing and expanding.

We cannot all be poets, artists or musicians, nor is this desirable, but we may be creative in a hundred homely and profitable ways. The boy or girl, or man or woman for that matter, who can create something new for the daily menu, or invent a gadget for the home, has done as much for his own sphere as an artist in any other walk in life.

DON'T DESPISE HUMBLE GIFTS.

You should instil into your child from as early as possible that it is never beneath their dignity to cultivate the more humble kinds of "gifts." Better a first-rate cook than an indifferent musician, better an expert carpenter than a mediocre author.

Admittedly, child psychology is gaining ground in our schools, but there is still far too much of teaching by rule of thumb. We are still far too much the slaves of mass production and uniformity, instead of encouraging and giving rein to individuality.

STUDY CHARACTERISTICS.

Parents and guardians should carefully study the characteristics of the children in their care and the fact will soon become obvious that each one has, in a greater or lesser degree, a definite gift or bent which could be developed and turned to use to the greater happiness of the child in later life, at the same time enhancing his usefulness to the community in general. People who are happy in and contented with their work are bound to be more productive and make better citizens than those who go through with the day's job in a lackadaisical sort of way because they must do something, for "a living."

WATCH FOR INSTINCTIVE "FLAIRS."

Let us consider a few of the gifts or bents that are apt to be overlooked because they are rather un-

assuming. For instance, a girl may not show any particular liking or talent for cookery in general, but she has an instinctive flair for preserve or cake-making. She can invent new confections and combinations, and they turn out well, every time. Surely such a gift is worth developing. Or you come across girls or boys who have so understanding a way with animals that they can do almost anything with them. This is a precious gift that should not be overlooked, because it could be exploited in many ways, from veterinary surgeon down to stable boy.

TRY TO RECOGNISE TALENT.

Or again, a child may show the same sympathy for plant life. Whatever he sows and tends grows to the limit of perfection. He is obviously a born gardener, fruit farmer, flower grower or farmer, as the case may be. It only remains for the parent to watch in which direction the talent is most emphatic, and to encourage it accordingly. Then take carpentry. A boy may show remarkable aptitude for creating out of wood. Cabinet-making may not sound very romantic for parents who had dreamed of their son being an Orpheus, a Shelley or a Mozart, but if he really has the creative ability, what is to prevent him becoming a Sheraton, a Chippendale, or an Adam of our time?

THE OTHER POINT OF VIEW.

There is, however, another side to this picture. Parents will quite frequently find themselves confronted with a variety of talents that their very superabundance will perplex them, the parents. To encourage all would surely mean making "Jacks of all trades and masters of none," but the discerning parent will find the outstanding gift and will wisely encourage that, while not thwarting the others, yet keeping them in the background, say, as hobbies. Children so multi-gifted are more difficult to handle than those who have one, and just one, definite gift.

THERE IS A NICHE FOR ALL.

One thing is certain: there is a niche in the world for each one of us, a niche which we have the particular talent to fill, but it mainly depends on parents and teachers to discover that particular ability in time by observation, and to guide it into the channels in which it shall prove most useful.

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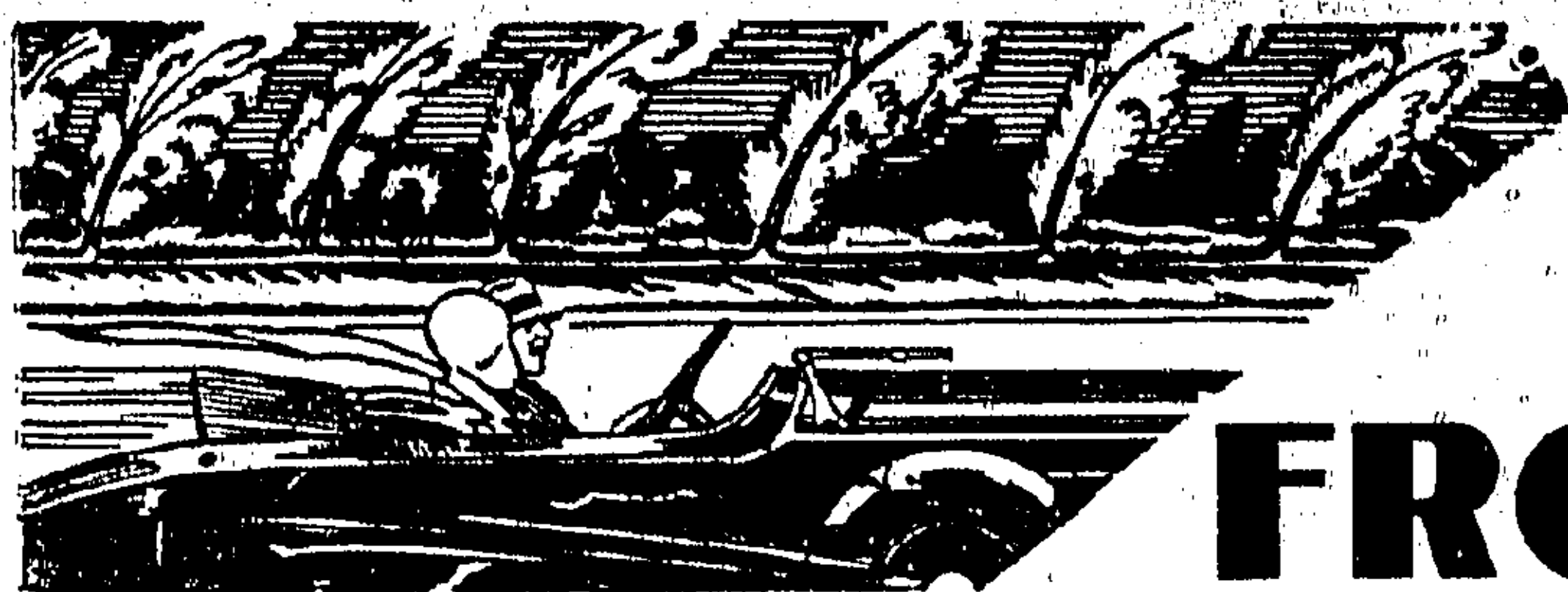
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SPARKS FROM THE PLUGS



WHAT IS FORD GOING TO DO?

NEW 1932 CARS THAT WILL SHORTLY APPEAR.

"V-8's" AND IMPROVED MODEL "A."

The following story, written by James Sweinhart and carried by all the Press associations to newspapers throughout the country February 11, was the first authoritative announcement on plans of the Ford Motor Company for 1932. A Ford V-8, with a new eight-cylinder V-shaped motor, and a Ford four, an improved Model A, were the principal features announced in the plans. Here is the story as it appeared in *The Detroit News*, under Sweinhart's signature:

"What's Henry Ford going to do?"

The whole automobile world has been asking that question since the Spring of 1930, when the industrial paralysis of the world's greatest depression first began to be felt.

And here's the answer:

1. As his major offering for the season now opening he is building a new model, with a new eight-cylinder V-shaped motor.
2. He will continue building four-cylinder cars—an improved Model A.
3. Both the "V-8's" and the "Model A's" will have roomier bodies of wholly new design, longer wheel-base, lower hung chassis and heavier frame than have yet appeared in any Ford models.

4. The price range of the 10 different models will continue in the low price field.
5. The chassis is so built that the "eight" and "four" engines may be interchanged at will.
6. Production will start some time this month with the first public showing early in March.

The question is no longer what Ford is "going to do" he's doing it, now, on a mighty and rapidly increasing scale.

A new pulse beats through the vast Ford organization to-day—it's everywhere evident in the laboratories, the works and the shops.

Henry Ford has again become the direct driving, supervising and creative force behind the engineering undertakings of the Ford Motor Company.

He, personally, is making the supreme effort of his career "to produce," as he expressed it to-day, "what these new times require"—the most advanced form of transportation, at the lowest cost ever known, for the greatest number of buyers, ever encompassed by the plans of any one motor manufacturer.

What Ford Says.

This sudden, tense atmosphere of big things afoot I asked Ford about it.

He had come into one of the laboratory offices, to sit, for a moment, while something or other was got ready for his eye or hand in the workshops beyond. He was smiling, alertly active, mentally and physically, looking "fit as a fiddle." He disposed of my question with a wave of his hand:

"Oh!—That's nothing," he said. "I've just got back my old determination. That's all."

"To do what?" I asked. "To get the price of an automobile down to the mark where the public can buy it. The public will always come half-way to meet a man who does his part to meet the public's demands—I've always found it so."

Ford moved his chair around, tilted it against the wall and, resting one foot on the edge of the desk, went on:

"You know," he said, "the public has suffered a lot. Everything we do now must take into account the people's pocket-book. We developed a corking good 'four' and were all ready to let it go, but, we found, it was not the new effort which the public is expecting. That's why we're bringing out the 'eight' now."

"You see, the public has its part in these matters. Somehow it instinctively knows when the time is ripe for something new. And even after the industry has produced its best design and developed its best manufacturing method, it only amounts to about 60 per cent. of the completed job. The public contributes the other 40 per cent. out of its actual use of the car in road

experience. Now the public has been very patient. It deserves a lot from the manufacturer. From now on the public's pocket-book sits in at every conference."

"And here's something I wish you'd make pretty strong. It's for the raw material supply men. If American manufacturers do their utmost to start the wheels of industry and the material men begin to raise prices, the whole effort may be throttled. In times like these everyone has to take some risk, make some sacrifice and even be willing for a time, to do business without profit in order to start the normal processes of industry and business again."

That was Ford's way of disposing of a titanic situation. The first engines Ford made had but two cylinders. Then he made a "four." The foundation of his whole, worldwide industry was the success of the old Model T, "four." And the evolution of his "V-type Eight," now, is not to Ford the epochal event it seems to others. To him it's just another form of his old ideal.

Not Abandoning the "Four" Model.

It occurred to me he might have a bit of regret at abandoning the "four" model. I said as much.

"But we're not abandoning the 'four,'" Ford answered, "either in principle or in production. We're going right on making 'fours' for all who want them—and the 'eight,' why, that's just two 'fours' put together."

The idea of building an "eight" has been in the back of Ford's mind a long time—but it must have been an epochal event throughout the plants of the company, the day Ford, personally and alone, decided to bring out an "eight."

In the summer of 1921 I remember seeing an "eight" working on the testing block in the experimental room of the old tractor plant. On the floor nearby, idle, was a "twelve." On a pedestal not far away was an X-shaped "twenty-four." All multiples of the basic "four." And when, in 1927, the Model T was abandoned and the new Model A brought out, it too was a "four." But it did not appear until after the results of renewed and extensive experimentation and testing with an "eight" had been laid aside.

During the latter part of 1930 and the early months of 1931, experimentation with the "eight" again went forward. The work was done in the Edison laboratory, which Thomas A. Edison used for 40 years at Fort Myers, Florida, and which is now in "Greenfield," the Ford old American village in Dearborn. Twenty "eights" were built. Thomas A. Edison rode around in one of them a year ago. Thought was given to bringing the "eight" model out then—but the depression was on, business was bad, the "time wasn't right."

But that didn't dispose of the question. "An 'eight' or a 'four'?"—in the late summer of 1931 it was again pressing for an answer. It was decided to get out an improved Model A. The engineering laboratories worked long and feverishly at tests and experiments to develop improvements. Ford began to appear daily in the shops, the drafting rooms, the plants, watching the development of each part, watching every detail of design and production—yes, and thinking, deeply, too, those about him say.

Perfect "V Four."

Came a day in late autumn when, as one of the Ford lieutenants said, "we believed we had a perfect

"four." The "improved Model A" was put into production. Suppliers all over the country were given orders. Train-loads of raw materials began rolling in. The power-plants started up toward peaks not reached in months. The foundry began working day and night. And the endless carriers of parts started a 24-hour run. Down the assembly lines the improved Model A started rolling in a steady stream.

"But Mr. Ford wasn't satisfied," the lieutenant went on. "His old smile didn't come back, as it usually did when things began to hum. Instead, somehow, he seemed to be getting madder and madder. Of course we didn't know what he was thinking—but we knew he felt we weren't yet on the right track."

Then came the morning of December 7. It was a Monday. Edsel Ford came over from the Rouge Plant and went to his office in the Dearborn laboratories. Henry Ford came, over. Father and son were together, alone, for an hour or so. Then suddenly, things began to happen.

Orders went out to the plants to stop production—to stop production when 35,000 of the new improved Model A's were already manufactured and on their way to the West for early January showing—with 50,000 more of them "in float"; that is, coming through the plant in finished parts and bodies ready for assembly.

The whole productive organization was suddenly thrown back on its haunches. The carriers slowed down. The trains of raw materials dumped, went out empty and came no more. The assembly line again was empty. Everyone was set to work on something else.

What had happened?

The Ford "Eight."

Then Ford "eight" had been born.

Henry Ford had decided to put it into production as his chief offering for the coming year.

That same morning he ordered the laid-away plans to be "brought out" and prepared for large scale production.

From that moment Henry Ford personally became the dynamo of the works. He was here, there, everywhere, ordering, directing, changing. A task immeasurable by words confronted him. The whole works had to be changed. Building of the "eight" would require certain finished parts which Ford did not make—these had to be designed, contracted for, put into production elsewhere. A vast amount of machinery had to be taken out—new machinery, not yet in existence, had to be designed, built elsewhere, brought in and installed. Somehow a rumour got around that Ford had discontinued making the "fours."

Came a flood of letters urging that the "four" type be continued. That was good in itself—it showed something of the market; a lot of buyers would continue to want "fours." The volume was much greater than he had planned. For the time, so far as it affected the building of the "eight," this unexpected demand was rather disconcerting. Ford then had approximately 50,000 men working.

He put half of them to work making the improved Model A and with the other half he flung himself into the job of changing over the plant to get out the "V-Eight."

Meantime the plans for the "eight" were coming through. Ford was again about the plant as he was 25 years ago.

"My father is never happier than when he is solving some big mechanical problem," said Edsel Ford. "When the new Model A was brought out he left many things to others, but I have never seen him give such attention to detail as he is now. He works for hours at a time trying to eliminate a single part. He figures that, the fewer parts in a car the less the risk of trouble. In the Model A this was carried so far that repair bills were cut in two. Our business in parts for the old Model T used to run from \$10,000,000 to \$12,000,000 a month. On the Model A this fell off to from \$3,000,000 to \$4,000,000 a month. The Model A didn't require as much service."

"Asked as to when the new 'eight' will be ready to show, Edsel Ford said:

"We can't tell, yet. We'll first have to make enough cars to supply our dealers."

"How certain are you that you have a market for your new cars?" Henry Ford was asked.

"We're not certain," he replied. "But we're going to risk it. Some one has to risk something to get things started. And, you know, faith is catching; if we have confidence, others will, too. The chief thing is to meet the public's demand for something new and better at a price the average man can pay. We're doing everything in our power to give the public that kind of a car. It will be the first, low-priced automobile in America considering quality and price. And we believe the public will come half-way—it always has before."

"Though you're not certain of your market, you are certain you've got the car?" "That's it exactly." "No one would say anything definite, as yet, as to how much the cars will retail for."

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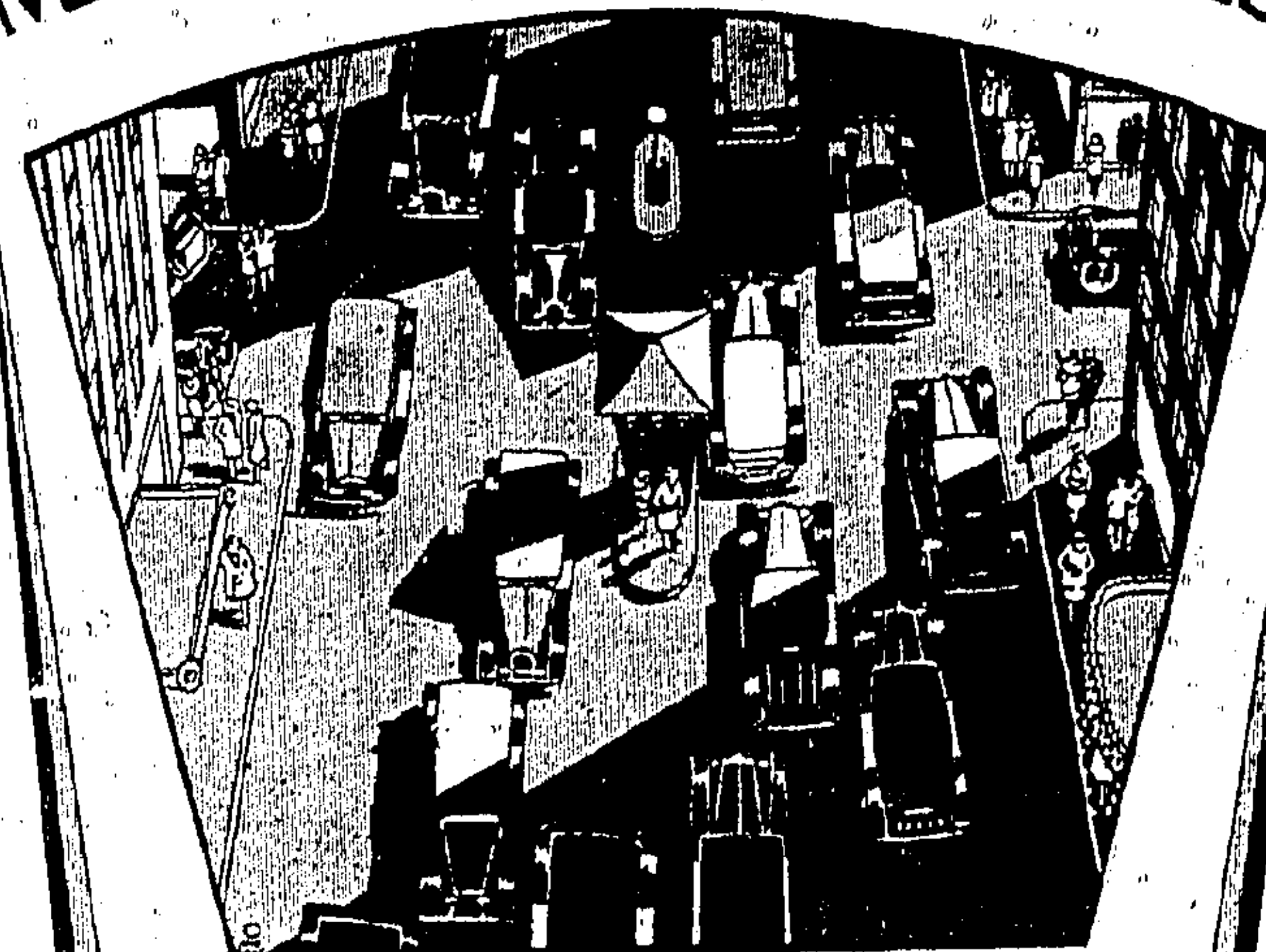
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SPARKS FROM THE PLUGS

News from Everywhere

Signalling in Denmark.

A Danish regulation compelling cars to be equipped with automatic signals, came into force on April 1. It has been voluntarily observed by most drivers for some time. The regulation device is a finger-shaped sign about ten inches in length. One is fixed to each side of the car.

Hush!

Last week I had occasion to drive with a young enthusiast who runs an ancient coupe which, when on the road, is about the noisiest thing extant. A solid typed lorry without out springs and loaded with empty milk churns would be a Dainger to it in comparison. Conversation was impossible.

It was a relief to halt in a traffic block when only the click of one tappet remained, a particularly soothing click, I thought it, but my young friend seemed concerned. "I must cure that," he murmured.

Shipping Benefited by Cars.

There are forty-five new oil tankers in construction, representing one-quarter of the tonnage of ships being built in the world's yards. Motor cars are to a large extent responsible for this boom in oil-carrying ships. It provides got another argument with which to combat those earnest protagonists of increased taxation for motor vehicles, who would do well to reflect upon the endless ramifications of the industry.

New Use for Brandy.

The Yugo Slav automobile clubs have reported favourably on a scheme to utilise, for the manufacture of a rough brandy, the 450,000 litres of wine which are left over every year after that country's thirst has been satisfied, and which are useless for export because of low world prices. The brandy will be used to mix with the 350,000 litres of petrol which is imported yearly and which is very expensive in that country. It is stated that the petrol will be in no way deteriorated by the 10 per cent. brandy addition which the available wine will provide.

What "The New Yorker" Says.

Wanted, a man for gas service station who can turn a somersault at the approach of every customer. Advertisement in *San Jose News*. Why not get one who remembers

Gold Star Marks.

By way of interest, the marks already earned towards the Gold Star which is given each year by the British Racing Drivers' Club for truck events stand so far thus: Driscoll, Cobb and Tim Birkin lead the list with five each, then comes Robinson with four, and after that Standard, Mathison, Brackenbury, Westbrook, Straight and Faulkner with three, while Ashby, Cuthbert, Willis, Elwes, Meeson, Eccles and Frey have scored two each. That is for a start; each B.A.R.C. meeting counts, together

(Continued on next column.)

MOTOR RECORD.

ADELAIDE TO SYDNEY IN 20 HOURS.

Driving his 16.3 h.p. (2442c.c.) six-cylinder Citroen car, Mr. Arthur Barnes broke the record from Adelaide to Sydney, 1,185 miles, by 3 hours 21 minutes. He left Adelaide at 11 a.m. on Wednesday and arrived in Sydney at 1.17 p.m. on Thursday, his time, allowing for a difference of 30 minutes between New South Wales and South Australian standard times, being 28 hours 17 minutes. The previous record, also held by Mr. Barnes, in a car of another make, was 29 hours 8 minutes.

Mr. Barnes was accompanied by Mr. Arthur Bolton, as mechanic. He reported an excellent run all through the 1,185 miles driven, except that he got off the road at Horsham and proceeded 21 miles in wrong direction. After passing through Albany, foggy conditions were experienced and persisted until he was near Yass.

The car was equipped with Australian-made tyres (which were also used for the drive down to Adelaide), spark plugs, shock absorbers, and crown wheel and pinion. Mr. Barnes states that he used these Australian products in order to demonstrate their reliability under the severest test.

Mr. Barnes concluded his record drive by diverting from the Liverpool-road at Lansdowne Hill and coming through Parramatta, Ryde, and over Faller's Bridge to the Gordon-road. He claimed to be the first record-breaker to use the Sydney Harbour Bridge.

Although he averaged 46 miles an hour for the run of 1,185 miles, the car did not give the slightest trouble, and there was not even a puncture.

VAN-LOAD OF SHIRTS STOLEN.

VEHICLE AFTERWARDS FOUND ABANDONED.

A motor-van containing a quantity of shirts, valued at several hundreds of pounds, belonging to Barron Walton, shirt manufacturer, 43, Store Street, Manchester, was stolen while standing outside the firm's warehouse in Store Street. It was later found abandoned in Holland Street, but the shirts had been removed. Manchester City Police detectives conducted an intensive search throughout the night. It is thought that the thieves may have transferred the stolen goods to another car and thus escaped.

with the British Empire Trophy and the 500 Miles Race, and the man with the greatest number of marks gets the Star, though of course, he must be a member of the club. There is so far no score for the road racing star, though the Monaco and the Thousand Miles Italian Race offer possibilities.

Four Wheel Drive.

This four wheel drive business is becoming quite enthralling, for besides the interest aroused by Bugatti's new car, Miller seems to have something of the same sort in his mind, as two four wheel drive cars are possible, though not certain, for the Indianapolis 500 Miles Race, an event in which one would not imagine a four wheel drive would be especially suitable. Anyway, it looks as though we shall all have to acquire a new technique in driving in the future.

add NEWS from Everywhere—

Castrol Oils.

A correspondent to this paper has made the suggestion that the makers of Castrol import from Russia, Roumania and America finished products to which a certain quantity of Castrol Oil is added. We referred the said letter to the local agents for Castrol Oil who replied as follows:—Castrol Oils are imported from a British source and refined in England and not one gallon comes from Russia, Roumania or America, either in a raw or finished state. Some of Wakefield Industrial oils are imported from Philadelphia in a crude state and refined in England. All oils imported into this Colony by us on behalf of Messrs. Wakefield come direct from the United Kingdom where the refining process takes place.

COMFORT IN THE CAR.

"SOFT" STEERING AND SKIDS.

There is no question that the road performance of most modern cars—whether they be 7 horse-power or 37 horse-power—is good, but it is questionable if the driver's comfort is receiving the same attention it received five or six years ago.

I am of average build and am fortunately able to stand the strain of long, non-stop drives. Non-stop runs of 200 miles have been frequent in cars that I have tested during the past few years. Driving strain has been so small in a few of these cars that I have felt fresh enough to do another 200 miles, but in the case of other cars, muscles and nerves were tired after 100 miles.

The difference was so pronounced that I began to compare the angle of the seats, the design of the control pedals, and the steering wheel column in relation to one another. I found slight changes compared with models of two and three years ago which may to some extent explain the driving stress. Another point I noticed was that few cars can be brought out of a skid without difficulty.

Car or Roads?

After a run of 100 miles on one car, during which several ticklish skids developed, I did the return journey over the same roads in similar weather in another car and found that skids worse than those encountered on the outward journey were easily corrected.

The two cars had about the same quality of low centre of gravity; wheel-base and track were similar; and the total weights were practically equal. The only difference was that the car used on the outward journey, had steering of a "low ratio" pattern, while the return journey car had fairly high ratio steering. In the last four or five years there has been a fashion for ultra "soft" or low ratio steering to counteract the greater resistance of lower pressure tyres.

The ideal of all roads being non-skid will not come for many years; meanwhile, it is a question whether the fashion of low ratio steering has not gone a point too far.

Driving comfort might be tackled on different lines. A simple means of co-ordinating seats, pedal controls and the steering column must come. Front seats are nearly all adjustable now, but what is the good of that if the steering column cannot be moved as desired? Most columns seem to have been made for the man of 5ft. 5in. or 5ft. 6in., and the average driver, even with the seat forward to its limit, has to suffer the fatigue of outstretched arms, which is aggravated if the seat has a raked back.

I cannot see any great difficulty in fitting cheap cars with a sort of telescopic steering column and a seat with an adjustable back rake. A number of cars have adjustable pedal controls. To my mind they should be fixed, bringing the driver and his seat as far forward as possible, almost forcing him to have the largest possible angle or sight through the windscreen. It is these things which make the car feel "right" to the owner.

New Austin Four.

Last week I had a short run in the new Austin four-cylinder 10-h.p. saloon after a prolonged inspection of the chassis. In road performance and value the car is first rate and has a sturdiness which should keep it in service for years.

The engine is better than that of the seven unit. With side valves it is unusually quiet, smooth and flexible, and is an excellent hill climber for its size. On top gear it will drive the car at a walking pace in traffic, and at 55 m.p.h. in the open country. I liked it best at 40 m.p.h. and its acceleration on top from 10 m.p.h. to that speed is brisk.

Steering and braking are good. Mechanical accessibility is on a high level and oil bushes are used wherever possible to reduce the need of attention. Fuel consumption it was impossible to check, but I should say that 32 m.p.g. would be about right with the car driven in an average way.

Other commendable points are the placing of the petrol tank at the rear; accessibility of the batteries, and an under-bonnet locker for the tools. Altogether the Austin is a durable, well thought-out job.



POWER AND SPEED

..But with a sensational difference

The new Hupmobile Eight provides an entirely new experience! POWER and SPEED with a new, controlled silence and smoothness.

There's a new pronounced lowness of body (without sacrifice of road clearance or head room) that adds new safety, new riding ease, to speed. New Thermodynamically Controlled Shock Absorbers bring uniform, relaxed riding comfort; automatically adapt themselves (without hand control) to varying riding conditions.

Increased riding steadiness is assured by the new X-Frame Chassis Torsional Stabilizer; underslung springs, longer wheelbase. Extra wide doors, unusually shaped, assure quick entrance and exit. The new "Hundred Feature" Hupmobile Eight shows a lavish addition of refinements, luxuries and conveniences! A revelation in swift, safe, comfortable motoring that is unbelievable until it is experienced!

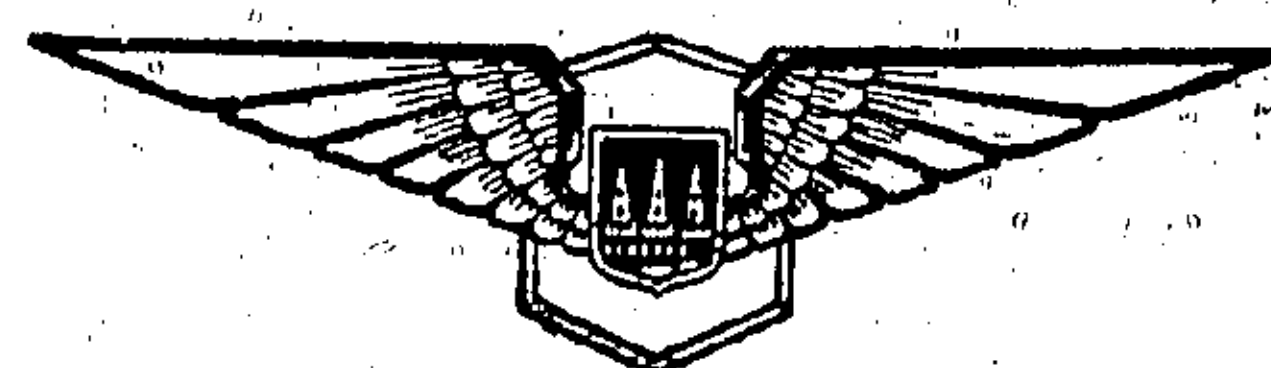
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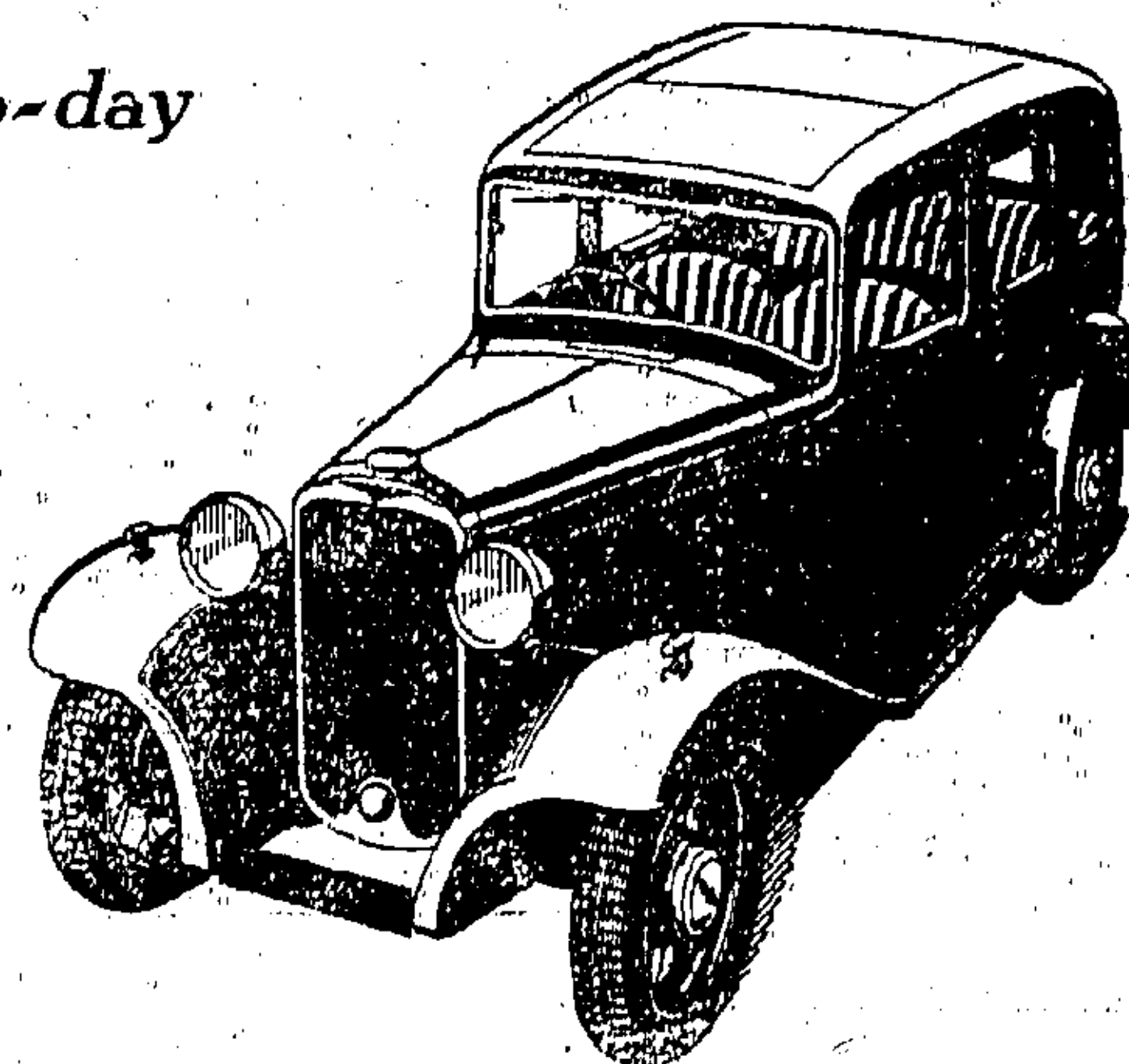
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COMMERCIAL TRUCK CHASSIS

R.A.C. Horse-Power Rating 27.4.
Brake Horse-Power 75 at 3,200 Revolutions.
Piston Displacement 250 Cubic Inches. 6-Cylinder

Model	Capacity	Wheel Base	Wheel Equipment	Net Weight	F.O.B. Price	Packing	H.K. Cost
S-21	1 1/2 TON	130"	SINGLE	2,940	G\$645	G\$160	G\$805
S-10	1 1/2 TON	141"	SINGLE	3,025	670	165	835
S-31	1 1/2 TON	153"	SINGLE	3,055	715	170	885
S-41	2 TON	141"	DUAL REAR	3,780	800	180	1,040
S-51	2 TON	153"	DUAL REAR	3,700	895	185	1,070
S-61	2 TON	165"	DUAL REAR	3,825	905	190	1,095
S-120	3 TON	141"	DUAL REAR	4,600	1,290	200	1,490
S-130	3 TON	153"	DUAL REAR	4,825	1,315	205	1,520
S-140	3 TON	165"	DUAL REAR	4,870	1,340	210	1,550
S-150	3 TON	183"	DUAL REAR	4,770	1,360	215	1,575

Price Includes Standard Factory Equipment Only.

Optional Equipment at Additional Price

Windshield on Truck Cowl	G\$20.00	Auxiliary Rear Springs	G\$10.00
Propeller Shaft Brake	5.00	Automatic Fire Pump	35.00
		Enclosed Driver's Cab Ass.	110.00
		Head Lamps Chrome Plated	6.00

DELIVERY TRUCK

R.A.C. Horse-Power Rating 27.3.
Brake Horse-Power 75 at 3,200 Revolutions.
Piston Displacement 251 Cubic Inches. Wheel-Base 114 Inches. 6-Cylinder

1 TON			
Panel Delivery Truck de Luxe	3,310	G\$880	G\$230 G\$1,060
Screen Delivery Truck de Luxe	3,195	860	230 1,060
Boulevard Delivery Truck	3,040	875	230 1,105

Price Includes Standard Factory Equipment Only.

HEARSE & AMBULANCE UNITS

R.A.C. Horse-Power Rating 30.
Brake Horse-Power 101 at 3,200 Revolutions.
Piston Displacement 260 Cubic Inches. Wheel-Base 162 Inches. 8-Cylinder

Hearse and Ambulance Chassis only	2,930	G\$1,435	G\$205 G\$1,640
Westminster Funeral Car	4,460	2,685	295 2,980
Samaritan-Ambulance complete	4,910	2,960	305 3,265

Price Includes Standard Factory Equipment Only.

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TO LET—Attractive two roomed flats in Nathan Road all modern conveniences—Three minutes walk from ferry. Very moderate rents. Apply Hung Cheong, 66, Nathan Road. [235]

TO LET—Second Floor, No. 5, Cambridge Buildings (No. 308, Nathan Road), Kowloon. Apply to CREDIT FONCIER D'EXTREME ORIENT, French Bank Building, 4th Floor, Telephone No. 21063. [1895]

TO LET—In Kowloon, immediate possession. Near Star Ferry in Cool and Quiet Locality, Furnished and Unfurnished European FLATS with all Modern Accommodation and Plumbing. Also for immediate possession, a Flat of Two Rooms, Furnished or Unfurnished, in Palace Hotel Building, with Two Bathrooms, Kitchen, etc.—Apply to H. RUTTONJEE, 39, Haiphong Road, Kowloon. Tel. 57239.

TO LET—2-Roomed FLATS, No. 37 and 39, Prince Edward Road, Kowloon, 4th and 5th Floors, ASHLEY ROAD, Kowloon, with Sanitary Fittings and Flush, Bent Modern—Apply to BAKILLY Co. Phone 22585.

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TO LET—European HOUSES, Dragon Terrace, Causeway Bay, newly-built, 50 yards from the Bus station. Rents reasonable. Hot and Cold water installations. Electric and Gas fittings complete. Apply HANG SUN CO. No. 10, Des Vaux Road, Central, 2nd floor, Tel. No. 21437 or 22297.

TO LET—From 1st June 1932, No. 28, Prince Edward Road, Semi-detached, five roomed European House with all modern conveniences and Garage. Apply to CREDIT FONCIER D'EXTREME ORIENT, 4th Floor, French Bank Building, Telephone No. 21063. [2070]

TO LET—No. A-14, Boundary Street, Kowloon, Semi-detached, European House with all modern conveniences and Garage. Apply to CREDIT FONCIER D'EXTREME ORIENT, 4th Floor, French Bank Building, Telephone No. 21063. [2041]

PREMISES TO LET.

OFFICE TO LET—Floor space 450 sq. ft. (partitioned in halves), Alexandra Buildings, 1st Floor. Apply GODDARD & DOUGLAS, Alexandra Buildings. [2067]

TO LET—GODOWN, HENNESSY ROAD, PRATA EAST. Solidly Constructed Two Storey Building. Ground Area: 5,000 square feet. Suitable for Knitting Factory, Godown or Garage. Moderate Rental.—Apply Box 625, c/o Hong Kong Daily Press. [625]

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FOR SALE—Desert and Coffee Service, Child's Motor Car, single Bed and Mosquito net, all English made. Child's garden play house "Darling"—3, Kimberly Villas, Kowloon. [234]

POSITION WANTED.

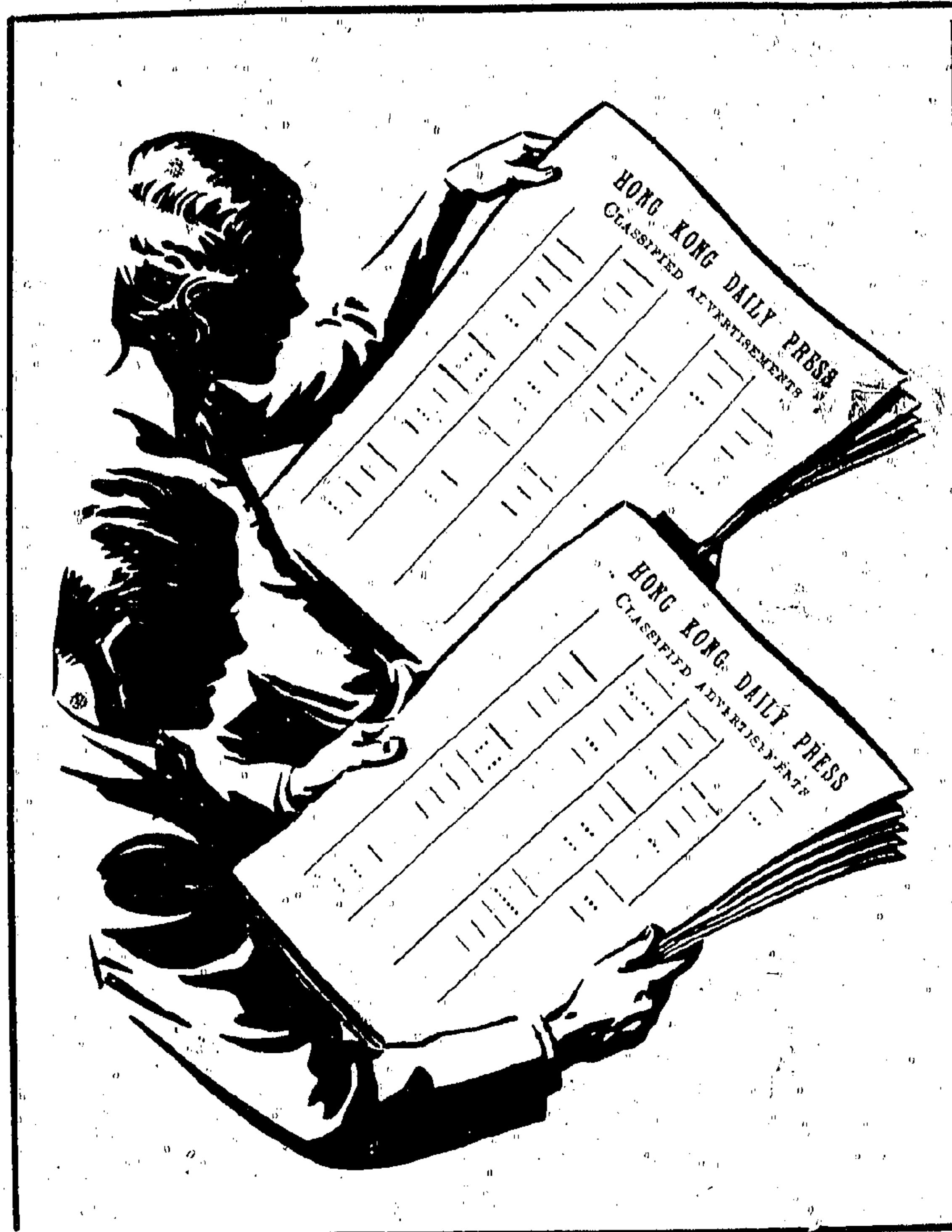
EXPERIENCED COMPTROLLER with MONEY and TITLE OF DEED, as guarantee, wishes offering services with big firm, of any trading, preferable import-export. Apply to Box No. 238, c/o Hong Kong Daily Press. [233]

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LEGACY PRIVATE HOTEL—Comfortable double and single rooms. Modern conveniences. Two minutes from ferry. Excellent cuisine. Apply Mrs. J. Ros, 4a, Peking Building, 1st floor, Hankow Road, Kowloon. Phone 56878. [160]

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MARBLE HALL and Annex, 21, Nathan Road, Kowloon, single, double and suites, private bathrooms, self contained modern three roomed FLATS, suit families. Apply Direct, Tel. 57069.



PETS

DOG lovers requiring a dog should apply to the DOGS HOME, Kowloon, between 2.30 and 4.30 p.m. daily, or by a special appointment. (Telephone: "Home" 56152, Inspector 56802). There are at present a few Crossed Terriers, Japanese Poodles, one Fox Terrier, male, and one thoroughbred Samoyede, female, about 5 months old, in need of good homes.

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AMERICAN CHEMICAL DIAMONDS These diamonds are equal to real diamonds in all respects. Specially in brilliancy of lustre, hardness, etc. Can cut glass like real diamonds. Proof against fire, acid, water, oil, etc. These diamonds can be washed with soap and water and can be used for more than 100 years. Price per carat HK \$7.50. Terms Cash or C.O.D. Those who purchase diamonds to the value of HK \$30 or more will get 20% discount. Send your orders direct to THE AMERICAN CHEMICAL DIAMOND CO., P.O. Box No. 240, Penang, S.S. (In replying please mention the Hong Kong Daily Press).

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Holder of Japanese Government Certificate.
From 1st May, 1932, Massage Fees will be reduced: \$2.00 for one treatment at office, and \$3.00 to \$4.00 for one treatment outside.
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Sporting and Athletic Goods
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The Premier British House for Blackwood. Exquisite Screens inlaid with old Chinese Paintings, Cabinets, Chests, Opium Stools, Joss Tables, Occasional Tables, etc. Also fine old Temple Carvings and a collection of other Novelties. Inspection invited.
No one solicited to buy.
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Postage Stamp Catalogues for 1932 from
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Dealers in Postage Stamps, Garden Seeds, Philatelic Goods, etc. etc.
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P.O. Box 620. HONGKONG.

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PUBLIC AUCTION.

THE Undersigned have received Instructions from

THE OFFICIAL RECEIVER,
SUPREME COURT

To Sell by

PUBLIC AUCTION

ON

THURSDAY, JUNE 2, 1932

At 12 o'clock Noon

At THEIR SALES ROOM,
4, DUNDALL STREET

ONE CHEVROLET LORRY.
License No. 1007—now stored at the TSUI TIM GARAGE, LOCKHARD ROAD.

TERMS:—As Customary.

LAMMERT BROS.,
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AUCTION SALE OF
"ROSELLA" GROCERIES.

AT
LAMMERT'S

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To Sell by

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ON

TUESDAY, MAY 31, 1932

COMMENCING AT 10.30 A.M.

A FRESH CONSIGNMENT
OF THE WELLKNOWN
"ROSELLA" BRAND
GROCERIES

Comprising:—

Assorted Jams and Preserves,
Canned Apples, Peas and Peaches,
Game Tomato, Vegetable, Chicken,
Celery and Peas Soups, Pickles,
Tomatoes, Olives, Olive Oil,
Spaghetti, Baked Beans, Chutney,
Fruit, Salad, etc., etc.
The above goods are FRESH and
JUST LANDED, and will be sold in
convenient lots.

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THURSDAY, JUNE 2, 1932.

COMMENCING AT 10.30 A.M.

AT
No. 2, GASCOIGNE ROAD,
KOWLOON

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE
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One Milner Safe
One Piano
One Electric Gramophone

ON View from WEDNESDAY,
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General Storekeepers
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Tin and Fresh Provisions
Always in Stock.

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Single Rooms, Double Rooms and Suites, all
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TEL. 21783.

HONG KONG STOCK MARKET.

YESTERDAY'S OFFICIAL
QUOTATIONS.

A somewhat quieter tone prevailed at yesterday morning's opening session, but investments and utilities were still enquired for at the quoted rates:—

Sales.

Hong Kong Bank \$1,540/1,542.
Raubs \$37.
Providents (Old) \$51.
Hong Kong Realty \$12.35/12.40.
Ewo Cottons Tls. 14.10/14.15.
China Lights (Old) \$20.30.
Canton Ices \$6.
Dairy Farms \$23.

Buyers.

Bank of East Asia \$114.
Canton Insurance \$1,200.
China Fire Insurance \$900 ex.
div.
Douglases \$27.
Union Waterboats \$20.
Raubs \$37.
Hong Kong and Kowloon Wharves \$104.
Hong Kong and Whampoa Docks \$18.

Providents (Old) \$5.10.
Providents (New) \$2.35.
Hoteles (Rights) \$1.80.
Hong Kong Land \$77.
Humphreys \$19.
Hong Kong Tram \$31.35.
Peak Tram (Old) \$17.
Peak Tram (New) \$8.
Star Ferries \$90.

Yamutai Ferries (Old) \$32.
Yamutai Ferries (New) \$31.
China Lights (Old) \$20.
Hong Kong Electric \$74.60.
Macao Electric \$21.
Telephones (P.P.) \$23.65.
Malabon Sugars \$21.
Canton Ices \$8.
Cements (Combined) \$18.
Dairy Farms \$23.
Hong Kong Government Loans \$2 per cent. premium.

Wallace Harpers \$14.

Sellers.

S.C. Enterprises \$83.

AFTERNOON SESSION.

The investment section, especially Trams and Lands, both of which were marked up in the afternoon, were steadily absorbed by investors and closed firm.

Sales.

Hong Kong Bank \$1,535.
Hong Kong Land \$77 1/2.
Hong Kong Electric \$74.
Lane, Crawford (Old) \$81.

Buyers.

Providents (Old) \$51.
Providents (New) \$2.40.
Hong Kong Land \$77.
Humphreys \$16.
Ewo Cottons Tls. 14.
Hong Kong Tram \$32.35.
Cements (Combined) \$18.70.
Dairy Farms \$23.
Watsons (Old) \$14.35.
Watsons (New) \$13.
Lane, Crawford (Old) \$81.

Sellers.

Hong Kong Tram \$32 1/2.
Constructions (New) \$1.70.

SHANGHAI SHARES.

LATEST CABLED QUOTATIONS.

Messrs. Carroll Bros. have received the following latest cabled quotations of Shanghai shares:—

Ewo Cotton Mills Tls. 14.10
Shanghai Land 20.75
Shanghai Electric 30.25

"BEWARE OF I.R.A."

SPY-SUSPECT TARRIED AND
FEATHERED"TAKEN FOR A RIDE" TO
COURT-MARTIAL.

Armagh.—Two men engaged Mr. George, an Armagh garage proprietor, to drive them to Killyleagh. Hardly had he left the city when the passengers held him up at a lonely place. Here a large party of the Irish Republican Army were concentrated.

Mr. George was kept prisoner while his car was driven by I.R.A. men to the house of a Mr. Dickson, in Armagh.

Mr. Dickson was secured and driven into the country, where a court-martial was staged. Having been found "Guilty" he was tarred and feathered.

Chins were round him and placards bearing the words "Spies and Informers" were I.R.A., were placed on his body.

Dickson was then released and made his way to Armagh Barracks, where the chains were filed off.

Mr. George was also freed. His car was found wrecked in a ditch.

HONG KONG POLICE RESERVE.

ORDERS BY THE HON. MR.
T. H. KING, I.G.P.

King's Birthday Celebration.

The following Police Reservists will parade for duty in connection with the King's Birthday Celebration on Friday, June 3rd, 1932:—

35 members of the Chinese Company to parade at Central Police Station at 08.50 hours to draw arms. Dress: White uniform, sunhats, belts and truncheons.

25 members of the Indian Company to parade at Central Police Station at 08.50 hours to draw arms. Dress: White uniform, sunhats, belts and truncheons.

12 members of the Flying Squad to parade at Central Police Station at 08.50 hours to draw arms. Dress: White uniform, sunhats, belt and truncheons.

20 members of the Reserve Emergency Unit under Sub-Inspector W. V. Field will fall in outside the Supreme Court Building, on the west side at 09.15 hours sharp. Dress: Khaki helmets, shirts, shorts, puttees, belts, holsters and revolvers.

Chinese Company.

Strength.—The following have been taken on the strength of the Chinese Company as from May 20, 1932:—Constables R58 Yung Wing Po, R50 Hoi Yee, R60 Kwan Sik Cheung, R62 Lam Shu Tak, R63 Mak Hong Kwong, and R64 Tam Moon Lin.

Training Course.—Part II.—All recruits will attend at the Chinese Company's Headquarters on Tuesday, May 31, at 5.30 p.m., for instruction.

Revolver Practice.—Revolver practice will be carried out by members of the Chinese Company on Kennedy Road Range on Wednesday, June 1, at 5.30 p.m. under Sub-Inspector A. L. Hopkins. Members will assemble at the range at that time.

Training Course.—Part I.—All recruits of the Chinese Company will attend Central Police Station for Squad Drill on Thursday, June 2, at 5.30 p.m.

Indian Company.

Strength: Constable R250 Ghulan Mohamed has been permitted to resign from the Indian Company, as from May 20, 1932.

Flying Squad.

Appointment.—Lance Sergeants A301 Choa Hing Ki and R333 A. W. Mooney have been promoted to the rank of Crown Sergeants as from May 27, 1932.

Constables R313 R. C. Wilkinson and R317 Cheng Yew have been promoted to the rank of Lance-Sergeants as from May 27, 1932.

Revolver Practice.—Revolver practice will be carried out by members of the Flying Squad on the Kennedy Road Range on Wednesday, June 8, at 5.30 p.m. under Sub-Inspector A. L. Hopkins. Members will assemble at the range at that time.

(Sgd.) D. L. KING,
D.S.P. (R.)

BOY "HOLES IN ONE"

A 15-year-old Birkenhead boy has achieved the golfing feat of holing in one. He was playing with his 18-years-old sister at the eighteenth hole of the Wirral Ladies' Golf Club, which is 206 yards long, and the players in front who were standing on the edge of the green, saw, to their astonishment, the ball come bouncing on to the green and trickle down the hole.

The boy, Paul H. Eyre, who is at Uppingham School and lives at Waterford-road, Oxted, Birkenhead, said: "The people standing on the green went to the hole and waved the flag, I did not know what was the matter."

"I did not have to pay the usual penalty for holing in one—drinks round the club. I suppose father will get caught for that."

CRASH FORGOTTEN.

MR. THACKRAY ASKS WHAT
HOUSE HE RODE.

Mr. Fred Thackray, the 23-years-old amateur jockey, of Reading, who was unconscious for 14 days after being thrown from Grealach in the Grand National on March 16, does not remember the accident.

He has made good progress since he was removed to his home, and it is hoped he will be about again in a few weeks.

"He cannot recall anything of the crash," his father told a reporter, "and on Sunday he asked me what horse he rode in the race."

Mr. Thackray's father, who is a motor-coach proprietor, hopes his son will enter the business and leave "steepchasing" alone in the future.

A DANGER TO
COUNTY CRICKET?HEAVY STRAIN ON
PLAYERS.BOWLERS DEPRIVED OF
ADVANTAGE.

[BY A COUNTY CRICKETER.]

The financial troubles of county cricket have been such in recent times that anyone who has inside knowledge of the conditions would hesitate to write anything which might be construed as taking the side of the player against the public.

I have always held that the general public—without whose support county cricket cannot go on—has not been considered enough, and in several ways could be better entered for. At the same time, I am firmly convinced that the sporting public would not like to see anything done that would constitute a real hardship to the players.

I find among my colleagues in my own county, as well as players of other sides, a feeling of concern over the light-hearted manner in which counties are agreeing to play hours which will provide cricket for an evening game. Worcestershire, Glamorgan, Northants, and Derbyshire, to mention a few, are counties that are attempting to play from 1.30 p.m. without a luncheon interval as frequently as they can get the visiting sides to agree.

Ordeal for Fielders.

This means two three-hour stretches with one interval of fifteen or thirty minutes for tea. Are these hours fair to the players? They are, of course, all right for the batting side, but for the fielding side on a hot day when the wicket is plumb and the outfield hard as iron, the strain of doing six hours straight off is going to be very heavy indeed.

But I would emphasise another aspect which as far as I can gather seems to have been completely overlooked by the counties who want to play these hours. For years those whose duty it is to legislate for the game have been trying to find ways and means of assisting the bowler without materially changing the game.

The changes they have made are well known, and there is no need for me to reiterate them. But it is of the utmost importance that it should be realised that if these hours are allowed the bowler will be deprived of one of the greatest advantages in breaking up big partnerships.

When two batsmen are set the fielding side looks to two events with hope. One is the arrival of a new ball at 200 or 400, and the other is an interval. Imagine the uproar there would have been had the authorities rescinded the new ball regulation. Yet any bowler will tell you that an interval—which is the one to disappear—is the most frequent cause of a wicket falling. A three-quarter of an hour's break is sufficient to put the batsman's eye "out," and long enough to give the bowlers a substantial rest.

Will Gates Justify Changes?

As a batsman I have always feared that luncheon intervals, when "set" more than any new ball or change of bowling. I am quite sure that the majority of batsmen will agree with me in this. It is therefore this very considerable advantage which is to be cast aside, and for what?

Obviously one would think it would be for a very considerable counter-advantage; but actually an evening game even in the industrial towns of the Midlands and the North is a very doubtful quantity. Some years ago first-class cricket was played until 7.30 p.m., but there were no evening games of any magnitude.

Therefore it is questionable whether counties will receive any material financial benefit from playing until 7.30. However, finances are so bad that almost anything is worth a trial, and I am quite willing, as I am sure all players are, to undergo personal inconvenience for the sake of bettering the position.

This can be done, however, without doing away with an interval. My own county has proposed for the match against Warwickshire at Chelmsford the following schedule: 12.30 to 2 o'clock; 2.45 to 3 o'clock; and 5.15 to 7.30. I note that Warwickshire is suggesting similar hours for the matches at Edgbaston.



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BRITISH YOUTH IN
TENNIS.YOUNG PLAYERS WHO ARE
MAKING GOOD.

LONDON, April 21.

In the post-war years of English lawn tennis, looking back, the most notable feature has been the fact that so many young players have been acclaimed as potential world-beaters, only to prove thoroughly disappointing.

The latest "prodigy" is Miss K. E. Stammers, the Hertfordshire girl who put up such a wonderful sequence of victories over famous opponents at the recent Roehampton tournament. She is playing this week at the tournament staged on the courts of the West Side Country Club, Basing, one of the most pleasant clubs in the London area.

In the doubles she is paired with that very sound player, Mrs. Percock, and the same partnership will operate at Bournemouth next week in the Hard Courts Championships. Miss Stammers is left-handed and that fact makes her a rather difficult partner—even if a slightly more difficult opponent.

A personal opinion is that it is rather too early to acclaim Miss Stammers as a great player in the making. She is quite definitely good, but the general co-ordination of her strokes requires tightening up. She is so much better near the base-line than she is near the net.

Bad weather conditions spoiled yesterday's play, the courts being flooded for a long time when play should have been in progress.

Attractive Juniors.

Two interesting matches were played in the junior singles. Miss Mary Whitmarsh, always attractive to watch, defeated Miss D. K. Morris at 6-3 and played very well while doing so.

Miss Whitmarsh has always looked promising since her junior championship days. She hits the ball cleanly and truly and her footwork is good—very good for so young a player.

C. E. Hare, the boy from the Midlands, who won the Junior Championships title last September, beat J. B. Gilson at 6-3, 8-6. Hare should show a more adventurous spirit. He is much too ready to win on his opponent's errors than on the severity and accuracy of his own strokes.

In the open women's singles Miss Stammers beat Miss McElphie at 6-1, 6-3, and drove well on both wings.

NOTICE TO
MARINERS.SQUARE ISLAND AND TIGER
ISLAND LIGHT-STATIONS.

Notice is given that, between the dates of the 17th and 20th June, 1932, and without further notice, the following alterations will be made to the characteristics of the lights exhibited at Square Island and Tiger Island Light-stations:—

Square Island.

The existing occulting light will be changed to a white flashing light, showing one flash every five seconds, thus:

Light 0.8 second
Eclipse 4.2 seconds
The candle-power of the light will be increased from 200 to 600.

Tiger Island.

The existing fixed red light will be changed to a white flashing light, showing 40 flashes per minute, thus:

Light 0.3 second
Eclipse 3.9 seconds
The candle-power of the light will be increased from 80 to 200.
Charts affected: Chinese Admiralty Charts Nos. 501 and 1001.

SYMPHONIC CONCERT.

PLEASING FUNCTION AT THE
PENINSULA.

The Peninsula Hotel's latest contribution to Hong Kong's entertainment has proved to be a great success, as more than 300 people gathered in the Lounge of this palatial establishment on Sunday evening and paid a tribute of applause to the talent of Mr. J. Putera and his capable assistants.

Mr. Makheoff, A.M., of the Petrograd Conservatory, brought his audience to the peak of delight with his piano solo, "Venezia o Napoli" by Liszt, and was repeatedly encoored.

We have approached Mr. A. G. Piovaneli, the Manager of the hotel, who was very enthusiastic about his first achievement, and told us that such concerts will take place every Sunday between 8 and 11.30 p.m. He also stated that should occasion arise he will be pleased to accept the co-operation of local talent, which would certainly help to make these concerts some of the most outstanding local features.

PROBATE ACTION.

TESTATOR'S WIDOW SUES
ELDEST SON.VALIDITY OF TWO WILLS
CHALLENGED.

Two wills, the validity of both of which are challenged, are involved in a probate action which commenced in the Supreme Court yesterday before the Chief Justice (Sir Joseph Kemp).

The plaintiff is a widow, Wong Yu-shi, alias Yu Choy-ngo, 9, Tam Woon Road, Tai Pak Lan, Hong Kong, and there are two defendants, Wong Tsok-mui, alias Wong Tsok-sum, merchants, of No. 114, Des Voeux Road West, eldest son, and Wong Tsok-lam, a minor son.

According to the plaintiff's case, she claims to be the executrix of the last will of the late Wong Tsang, alias Wong Tak-ching, alias Wong Ka-tung, late of Lin Yuen village, Wo Wan To, Ching Hoi District, Kwangtung and of Hong Kong, who died on September 23, 1921. She claims that the will was made on or about September 13, 1921.

She asks the Court to decree probate of the will.

In his defence, first defendant denies that plaintiff's will is a will of deceased and also denies that the will was either made or acknowledged or authenticated according to Chinese laws or usages as alleged by plaintiff, so as to be effectual for the transmission of property according to such laws or usages.

Defence Contentions.

Defendant counter-claims and says that if plaintiff's will was so made or acknowledged or authenticated, it was revoked by the subsequent true will (defendant's) which was made by deceased on September 13, 1921. His will, he declares, as to form, is equally valid with the alleged will propounded by plaintiff and, being subsequent in point of time, it revoked or was intended to revoke her will.

Defendant claims (1) that the Court shall pronounce against the alleged will propounded by plaintiff, and (2) that the Court shall decree probate in solemn form of the subsequent will of which he is executor according to the tenor.

Both parties put each other to strict proof that the wills are valid in accordance with Section Two of the Chinese Wills Validation Ordinance of 1923 or otherwise.

Mr. H. G. Sheldon, instructed by Mr. Mossop, is for the plaintiff, while Mr. F. C. Jenkin, K.C., instructed by Mr. F. X. D'Almada, senior, is for first defendant. Mr. O.E.C. Marton is watching the case on behalf of the minor defendant.

Safeguarding the Will.

Giving evidence, plaintiff said that about ten days after the death of her husband she sent the will to Hong Kong for safe custody. It was to be kept by the manager of her late husband's firm.

Witness said that the first defendant was not a natural son of testator but an adopted son. During the past eleven years she had had conversations with the first defendant about family matters and had advised him not to spend too much money. First defendant had not mentioned to her that he held a will from testator appointing him to manage the estate.

In answer to Mr. Jenkin, witness said that she considered the will as a very important document as it gave her sole authority to manage the estate.

Mr. Jenkin: You saw Mr. Mossop daily from May 26 and it was not until June 5 that you mentioned there was a will.

Witness: I did not know the laws of Hong Kong.

Mr. Jenkin suggested that witness had forgotten all about the document. Witness denied this and also a suggestion that when the contest started between her and the eldest son, the latter offered to let her have letters of administration absolutely unhampered by him.

Further hearing was adjourned until this morning.

TWO MEN TO HANG.

ACCUSED IN MAGAZINE
GAP MURDER.

APPEAL TO PRIVY COUNCIL?

The interest shown by the Chinese public in what has come to be known as the Magazine Gap murder case was maintained yesterday when a large crowd waited in the corridors of the Supreme Court from an early hour. Cheung Tsz Sun and Cheung Sau Fu were to have sentence of death pronounced on them at noon.

After the two prisoners had been found guilty of murder by unanimous verdict of the jury two weeks ago, Mr. Somerset Fitzroy, who had defended them at the trial, argued last week in Full Court on the point that there was not sufficient evidence to go to the jury.

The Full Court then held that the case had been properly put before the jury and decided that the convictions must stand.

Application by Defence.

When Mr. Justice Wood mounted the Bench yesterday, Mr. Fitzroy said that before his Lordship passed sentence he would like to say he considered the case one in which a petition should go to the Privy Council, and after sentence had been pronounced, he would ask his Lordship to arrest the sentences until the Privy Council's decision was made known.

His Lordship: Do you base your application on any legal provision?

Mr. Fitzroy: Yes, on the question that the evidence is not such.

His Lordship: What power have I to arrest sentence?

Mr. Fitzroy: It is not much good going to the Privy Council after the men are hanged.

His Lordship: What power have I? Can you show me any power?

Mr. Fitzroy: I don't know, my Lord, that there is anything.

Judge's Powers.

His Lordship: It may well be that His Excellency may defer carrying any sentence into execution, but what power have I to arrest sentence?

Mr. Fitzroy: I think it is quite probable that he will do so.

His Lordship: I think your remedy is elsewhere.

Mr. Fitzroy: That may be so, my Lord.

Mr. Fitzroy added that he took it that when his Lordship's report was sent in, what he (Mr. Fitzroy) had said would go as part of the record of proceedings.

His Lordship agreed.

Sentence Passed.

Addressing prisoners, after donning the black cap, his Lordship said: "You have been convicted, on the 23rd of this month, of murder. Since your conviction the evidence has been further considered by the Full Court. The decision of the Full Court is that the verdict of the jury shall be allowed to stand. I myself, presided at the trial, and I was also present at the Full Court hearing."

"In my view, the verdict is the correct verdict and I agree with it. It is my duty, now, to pass upon you both the sentence required by law."

The prisoners heard the sentences without showing any signs of emotion and calmly left the dock at the bidding of the warders.

Prisoners were found guilty of the murder of Tsang Tai Kai, son of a Shaukiwan merchant. It was alleged by the Crown that the victim was decoyed to the Peak on the afternoon of February 18 and murdered there. Cheung Man, another accused, was sentenced to death at the time the sentence on the other two prisoners was deferred pending the Full Court discussion. A fourth man, Cheung Lu Wah, who pleaded guilty to a charge of murder, but was acquitted after trial, was subsequently sentenced to life imprisonment in connection with delivery of letters demanding ransom money from the relatives of the deceased youth.

I.I.D. CERTIFICATES.

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Monday's official quotation in Basle.—22 8s. 6d.

L.O.N. COMMISSION
AT HANGCHOW.

OFFICIALLY ENTERTAINED.

(From Our Own Correspondent.)

Hangchow, May 21.

The Spring has been an exceptionally cold and rainy one and the silkworms have suffered in consequence. The wheat harvest is better than it has been for some years, and the price of rice is falling rapidly. There has been a slump in the silk market, and prices now ruling are lower than they have been for a considerable time.

The three large factories which had to close down owing to the Japanese invasion, have recently reopened, and many of the Shanghai refugees have already returned to Shanghai.

The League of Nations inquiry commission arrived here the day before Easter, and were accorded an enthusiastic welcome. Strung right across the principal streets were large white banners some in English and Chinese, others in French and Chinese, German and Italian, all expressing, some more politely than others, the earnest hope that the League would be impartial and honest in their outlook.

Lord Lytton did not come here himself, but Dr. Schnee, representing Germany, General Chandel, representing France, and General McCoy, representing the U.S.A. came with their secretaries. On the day of their arrival the Mayor gave a garden party in the afternoon by the West Lake to which he invited several members of the foreign community. In the evening, General Lu Ti Ping, Chairman of the Provincial Government, gave a dinner in their honour, but was himself unable to be present on account of illness. General McCoy seemed to have a very sympathetic understanding of the situation in the Far East.

Visit of Dean of Canterbury.

Dr. Hewlett Johnson, the Dean of Canterbury, and Sir John Hope Simpson, of the National Flood Relief Commission, have recently paid visits to Hangchow and given interesting and instructive addresses before the Rotary Club. Last Saturday members of the Shanghai Rotary Club, staying in Hangchow, entertained the Hangchow Rotarians and their friends to dinner at the Lakeview Hotel.

One night thirty or forty soldiers who had been discharged from one of the other hospitals decided to come to the C.M.S. Hospital as uninvited guests rather than remain outside the locked gates where they kept this up for about an hour, using the hospital signboards and anything else they could find with which to try and knock down the gates, but they were unsuccessful in their attempts and dispersed when an armed guard approached.

The visitors over Easter were fewer than usual: this is largely due to the railway still not being able to run trains through to the North Station in Shanghai. However, we are told that in a few weeks' time that part of the line will be operating as formerly.

The automatic telephone system has been installed and is giving satisfaction.

JAPANESE TRAINING
SHIP.ARRIVAL IN HONG KONG
TO-MORROW.

Hong Kong is to receive a visit from a Japanese training ship returning from a tour of the South Seas to Tokyo.

She is the Kai Oh Maru, a sailing vessel with a Diesel auxiliary engine, of 2,933 tons. Commanded by Captain Myamoto, she carries 73 Japanese Merchant Marine cadets, 13 officers and a crew of 41.

She left Tokyo on April 9 and has been cruising in the South Seas, and will arrive in the Colony to-morrow for a stay of eight days, leaving for Tokyo on June 6.

Whilst the vessel is in port the cadets will be conducted on sight-seeing tours of Hong Kong and Kowloon; it is understood that no visits to Canton are contemplated.

WUCHOW NOTES.

FIRE NEAR FOREIGN
SETTLEMENT.

(From Our Own Correspondent.)

Wuchow, May 27.

A small fire broke out at 11 o'clock on Wednesday night outside the city proper and just behind the foreign settlement. The flames were extinguished in half an hour by people on the spot. The Fire Brigade made a very energetic turn-out but the work was finished before they arrived on the scene. Several wooden huts near the ice factory were burnt down but that important building escaped undamaged.

The Kwangsi Government has sent a strong body of soldiers to Fukien to help in the anti-Red campaign. At the same time some Canton troops were sent up the West River to join the local forces dealing with bandits in the north-west part of the province.

New Post Office.

There is one office in Wuchow that does very good business—the Post Office. The old building was not big enough for the amount of work transacted and a new structure of adequate size is being built at Tai Tung Road near the Chinese Maritime Customs Office. Mr. Womack is the architect and is supervising the work of construction. It is expected that the job will be finished in two months' time.

PARTNERSHIP CASE.

AFFAIRS OF A FIRM
IN AMOY.

JUDGMENT FOR DEFENDANT.

Judgment was delivered by the Chief Justice (Sir Joseph Kemp) in the Supreme Court yesterday in a partnership action concerning an Amoy firm, which occupied lengthy sittings during March.

There were three plaintiffs, Hung Yuk-sau, Hung King-cheong and Hung Yu-fai, alias Hung Shau-hing, all of No. 24, Ki Kon Lane, Amoy, who sued a brother, Hung Hin (or Huen)-ching, No. 12, Lung Tau Street, Kulangsu, Amoy, in respect of an alleged partnership.

Mr. H. G. Sheldon, together with Mr. Leo D'Almada, junior, instructed by Messrs. Woo and Nash, was for plaintiffs, while Mr. Eldon Potter, K.C., together with Mr. F. C. Jenkin, K.C., instructed by Messrs. Russ and Company, was for the defendant.

Plaintiffs asked for a declaration that they were co-partners with the defendant in the Kai Sui firm and, among other relief, asked for an order for disposal of a sum of \$89,487.08 which was held by the Court. This sum represented a deposit with the Fat Kee firm in Hong Kong of funds belonging to the Kai Sui firm in Amoy.

Partnership Issue.

In giving judgment, his Lordship held that the plaintiffs and defendant were partners in the Kai Sui firm and that the latter was not a branch of the Kai Sui firm but a separate firm consisting of the same partners.

After referring to the accounts of the firm, his Lordship said that he could not (1) make the declaration asked for, that the plaintiffs and defendant were co-partners in the Kai Sui firm, or (2) make any declaration or give any relief with regard to the \$100,000 formerly in the Bank of Taiwan, or (3) order partnership accounts.

Money Held by Court.

His Lordship Continued:—There remains the question as to whether I can give the plaintiffs any relief with regard to the sum of \$89,487.08 which is standing in Court to the credit of O.J. action No. 237 of 1930. I think not. I do not want to say too much about that action, but it does seem at least possible that there was an abuse of the process of the Court. (Continued at foot of next column.)

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but an evidence of good faith.—Ed.]

LAWN BOWLS FEAT.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—I overheard a conversation from some bowlers that on Saturday last on a Kowloon Club's green, while playing a second division match, a visiting rink scored a possible, i.e., 8 shots against their opponents and I was surprised that no mention had been made in any of the local papers in giving results of the league matches.

I wonder who is responsible for the omission. Surely if the report I heard is correct it is most interesting to all local bowlers.

Thanking you for any further concrete news.—Yours, etc.,

CURIOUS.

[Our correspondent is quite correct. The possible (8) was scored by C. H. Basto's rink against J. P. Robinson's in the K.C.C.—Recreio junior game last Saturday.—Ed. H.K.D.P.]

CHINESE ON SERIOUS
CHARGE.ALLEGED ASSAULT ON
PORTUGUESE LADY.

Miss Edith Soares, a member of a well-known local Portuguese family, appeared as complainant in a case in which a charge of indecency was brought against a young Chinese.

Mr. F. X. D'Almada, jr., prosecuted on behalf of the complainant while the defence was in the hands of Mr. Hin Shing Lo.

Outlining the case, Mr. D'Almada said that the complainant was walking along Pedder Street (near the Blue Bird Cafe) in company with Mr. F. S. Holcroft, on the afternoon of May 18, when she felt someone touch her. She turned round and struck the man with her handbag and he instantly took to his heels. Mr. Holcroft gave chase and caught the man in Des Voeux Road.

In the witness-box, Miss Soares said that she had been molested by this person a number of times, the first occasion being some nine months ago. After evidence had been given by Mr. Holcroft and Mr. E. A. Proulx, Mr. Lo submitted that indecency had not been proved.

After some discussion, the Magistrate decided to adjourn the case until noon to-day.

NEW D.B.S. HEAD.

MR. SARGENT ARRIVING NEXT
WEEK.

Mr. C. B. R. Sargent, the new headmaster of the Diocesan Boys' School, is amongst the passengers who are expected to arrive in the Colony by the N.Y.K. s.s. Haruna Maru on June 9. Mr. Sargent's appointment to the post followed the resignation of the Rev. W. T. Featherstone who, for many years, was head of that institution.

The Rev. H. D. Pyner, the Acting Headmaster, has not been well for the past few days but his large circle of friends will be glad to learn that he is progressing favourably.

In that case, and, if so, and if the present plaintiffs intervene in that action, they may be able to have the judgment set aside. It is also conceivable that, even if that judgment is not set aside, the plaintiff (Hung Hiu-ching) will, owing to the circumstances in which he obtained the judgment, be allowed to take the money out only upon terms. But those are matters which, I think, can be determined only in that action.

The result is that there will be judgment for the defendant. The question of costs then arose, but discussion of this matter was left to a later date.

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Cellular Combinations " "	4.50
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NEW ADVERTISEMENTS

ALICE MEMORIAL & AFFILIATED HOSPITALS.

THE ANNUAL MEETING of the above Hospitals will be held on Thursday, June 2nd, 1932, at 12 noon, in the Board Room of the Chamber of Commerce.

Business—

- (1) To receive report and statement of accounts for the year ended December 31st, 1931.
- (2) To approve the general estimates of expenditure for the year 1932.
- (3) To elect the Chairman and Deputy Chairman of the General Committee who shall, ex officio, be members of the Executive Committee.
- (4) To elect five other members of the General Committee, of whom three shall be Chinese and two other than Chinese, to serve on the Executive Committee.
- (5) Other business.

F. R. ASHTON,
Secretary.

ALICE MEMORIAL & AFFILIATED HOSPITALS:
Hong Kong, May 30th, 1932. [2234]

PEAK TRAMWAYS COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Hong Kong Hotel, Hongkong, on Saturday, the 4th June, 1932 at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 30th April, 1932.

The Transfer Books of the Company will be closed from Monday, 30th day of May to Saturday, the 4th day of June, 1932, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 23rd May, 1932. [2223]

THE HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the Eighth Extraordinary Meeting to be held on Saturday, 11th June, 1932 (weather permitting), may be obtained at the Secretary's Office, the Club House, Happy Valley, the Hong Kong Club, the Sports Club, and the Stables, Village Road.

Entries close at 12 o'clock Noon on Thursday, 2nd June, 1932.
By Order,
S. A. SLEAP,
Acting Secretary. [2231]

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

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THURSDAY, JUNE 2, 1932

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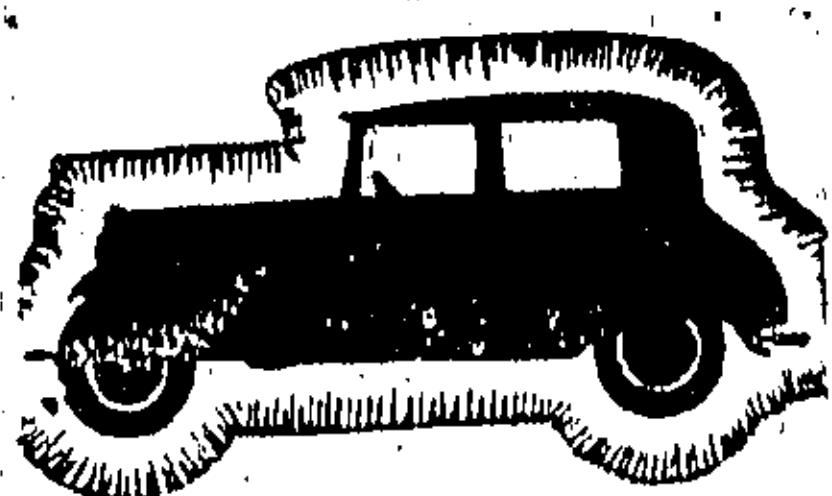
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The Daily Press

HONG KONG, MAY 31, 1932.

THE POLICE PETITION.

No little surprise has been caused by the news that the junior British officers of the local police force have sent a petition to H.E. the Officer Administering the Government protesting against the hours of duty now in force. The document in question was extensively signed and there can be no suggestion that trouble has been made by a few malcontents. Most of us had the comfortable idea that British police officers enjoyed very good conditions of work and pay. They appeared to take a fair share in the sporting and social activities of the Colony, and at least they have certainty of employment, leave and a pension, no small assets in these days. The actual point of duty and control of traffic are deputed to the well-trained Sikh and Chinese constables, and the assumption was that the European members of the force were mainly engaged either upon office and administrative tasks, or the higher branches of the profession in connection with the Criminal Investigation Department. Section duty, upon which most of the younger officers are employed consists of the patrol of a certain area, and the checking up of every Asiatic constable on duty. It is an arduous task especially at this time of year, and seems to be a cause of discontent. However, even those of us who have some knowledge of a police officer's duty had no idea that more than the usual "grousing," common to all humanity, was afoot. Nearly all human beings consider that they are overworked and under-appreciated. Moreover, it is a tradition that youngsters should be put through the mill, though that mill never grinds so small now as it did when the seniors were young! Recruits in the army, youngsters in training ships, junior officers in gunrooms, office boys and hospital probationers all have their trials. No doubt a police training school is not a nursery! Most of us live through our early professional days, taking the rough with the smooth, and the fact that the Hong Kong Police sergeants should bring their troubles to the Governor needs explanation. It was a serious step to take and it is difficult to avoid the conclusion either that

these young officers have been unusually foolish, or the authorities have been making unfair demands on them.

A correspondent in close touch with a number of officers writes to us somewhat hotly on the subject, saying that the complaints may be grouped under four headings: (1) Hours of duty, (2) Bad quarters, (3) Restrictions of personal liberty while on duty, (4) Uncertainty of prospects.

Hours of duty have been increased from six to eight per diem. The figures in themselves mean without such details as the nature of these duties, the periods of rest, and the odds upon leisure time. Our correspondent comments "as follows:—

Walking a beat for eight hours a day in the Tropics is too much for a white man. There is no objection to an officer at home spending eight hours out of the twenty-four pacing a stretch of pavement, but at home the thermometer does not stand at 95 in the shade, the humidity of the atmosphere is not in the region of 95 per cent., the officer does not go off duty to a struggle for rest in crowded and noisy quarters, nor is his stomach wearied by food carefully chosen and badly cooked. He does not have to ask his Inspector if he may stay away from the station after nine o'clock nor is he forced to return there before midnight, and he is given one day's rest in seven, not one in fourteen. He continues:—

In a large station the men may have to sleep six or more in a room—in itself, admittedly, no great hardship. But when almost every one of those men is on a different tour of duty, with the result that men are entering and leaving the room at all hours of the day and night, the impossibility of obtaining sufficient sleep may be understood. In some cases the bedrooms are separated from the messrooms by no more than a half partition, so that every word spoken in the messroom can be heard next door. In such circumstances, how is a man due for duty at two in the morning to sleep when noisy parties may be held in the messroom at any hour up to midnight?

With regard to restrictions on personal liberty. When a man comes off duty he is by no means free to do what he likes. If he wishes to leave the station permission must be obtained from the Inspector on duty; if he wishes to be absent from station when the roll is called, at nine p.m., he must again obtain permission from the Inspector, and it may quite possibly be withheld owing to there being too few men left in the station on reserve. In any case he must report back to the station at midnight.

A further suggestion is made that recent promotions caused heartburnings. There has never yet been a promotion list that did not end, of such internal issues the public is in no position to judge, except to say that there is no reason known for not placing confidence in the officials in control.

The Retrenchment Committee's Report may have had a disturbing effect. The proposed reductions among the junior ranks and the idea of abolishing the British section with thirty Russians of unexceptional "Whiteness" can hardly have been received with much favour.

No doubt this is a transitional period for the police as it is for many British institutions out East. New duties and responsibilities have to be shouldered, but in a government service tradition is strong and changes are looked upon with caution. Restrictions and duties that served the useful purpose of keeping men up to the mark when times were easy may become very intolerable when the pressure of necessary duties is increased. The Navy went through such a stage when a new standard of gunnery and fleet work generally was demanded and the authorities could only bring themselves slowly to abandon the make-work activities that kept men busy and happy in the easy days of the eighties and nineties. Perhaps in the Hong Kong police the duties could be overhauled and the essential separated from the superfluous. Particularly it might be possible to remove restrictions originally designed for recruits, less responsible and of lower educational standard than the junior officers of to-day.

★ News and Views ★

Tale of the Day.

A New York actress was giving a terrific performance as Sing Sing Prison. "Stone walls do not a prison make, nor iron bars a cage," she trailed.

From the back of the room a deep voice ejaculated, "But, lady, how did they do it?"

Determination.

"Despite economic unrest and severe privations, we reaffirm our determination to meet and overcome all obstacles wherever we find them."—Benito Mussolini.

New Admiralty Press Officer.

Commander Geoffrey Shuttleworth Holden, R.N., head of the Admiralty Press Section, is retiring in June. He will be succeeded by Commander W. R. Richardson, R.N., at present commanding the sloop Godetia as local fishery naval officer, North Sea.

Unlike his two immediately predecessors, both of whom were for many years in destroyers, Commander Richardson has been associated with the submarine service for the greater part of his career. Throughout the war he served in submarines, and has since done two separate commissions on the China Station in command of L19. He is not without experience of Admiralty routine, having been on the staff of the Naval Equipment Department in 1924-25.

Greece Limits Size of Papers.

A law limiting the size of newspapers and prohibiting the donation of free gifts to subscribers is in effect in Athens. This new measure was passed partly as an additional means of reducing the export of currency to pay for the imported newspaper paper, and partly to restrict competition which was believed unfair to smaller newspaper companies. Newspaper paper is imported into Greece duty free. Within a few years imports have been quadrupled, largely because the papers gradually increased their size in an effort to attract more readers.

Furthermore, although the great dailies have legally fixed prices of one drachma, about G. 11 cents, some of the stronger papers had begun to give books and other gifts to readers. Volstead Victims? Some European wines have a minute proportion of arsenic in them, owing to the frequent presence of small quantities of that mineral in the solution of copper sulphate, with which vines in France and elsewhere are treated. Epidemics of arsenical poisoning due to wine drinking, such as that which has just broken out among the Spanish sailors at Le Havre, are nevertheless so rare that one is inclined to attribute the arsenic to malicious or accidental intervention.

Retrenchment at Oxford.

It is understood that an investigation into the extra-college expenditure of the average undergraduate at Oxford has revealed some surprising figures. In 1909 the "average undergraduate" at Oxford spent £30 on clothes, £14 on wines, and £20 on tobacco. In 1931 the corresponding figures were approximately £10, £4 and £8.

Drones Almost Extinct.

The fact is, of course, that the percentage of undergraduates with generous allowances and with no idea of regarding their time at Oxford as anything other than a pleasant method of spending three years or so is infinitely smaller than it was a quarter of a century ago.

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There has been a change in the Rotary Club programme for to-day. Dr. J. H. Montgomery, of the Matilda Hospital, will complete his address on "The Truth about Cancer," Major Ducloux's address having been postponed to a later date.

A Chinese was admitted to the Government Civil Hospital "suffering from an injury to his right eye which he sustained when attacked by a dog belonging to Mr. Hughes of 8, Queen's Gardens. The animal has since been removed to Kennedy Town for observation.

While engaged in a job of work in a house which is in the course of demolition at 24, Graham Street, a coolie was slightly injured when a portion of the roof fell in. The Fire Brigade with the police were quickly on the scene, but soon afterwards returned to Headquarters after seeing that further risks were minimised.

A rather serious fracas took place at Mongkok Market shortly before 8 a.m. yesterday, when a number of hawkers started a quarrel over the allotment of space.

About ten were involved, and, after a heated argument, they came to blows. Five men were injured to such an extent that they had to be sent to hospital for medical attention.

According to a report issued by the police, the bodies of two men were recovered early on Sunday morning in Kowloon Bay. They have since been identified as being those of two coolies who were drowned when a life-boat from which they were being transferred on to the s.s. Beaumont capsized, throwing some 30 occupants into the water.

Moreover, the symptoms reported by the afflicted seamen—an itching of the body, an inclination to tears, and a paralysis of the hands and feet—strangely resemble the symptoms observed among victims of the Volstead Act in America. Is it possible that the Spanish sailors at Le Havre have innocently bronched a cargo of "hooch"?

Music in the Air.

Did Shakespeare foretell the wireless? Reference was made in a London paper to the clearness of a distant performance of "A Midsummer Night's Dream" overture and to the surprise the poet would have expressed at such a miracle.

But possibly this is something of an assumption. For in "King Henry IV, Part I," (Glendower (Act III., Scene 1) says: "And those musicians that shall play to you."

Hang in the air a thousand leagues from hence."

A Motto for Lord Snowden.

Viscount Snowden of Icknesham, who has not yet applied to the College of Heralds for a grant of arms, has possibly become discouraged in his search for a suitable motto.

Yet such a master of the epigrammatic phrase and the biting epithet as Lord Snowden should have no difficulty in choosing a device that is at once a symbol and a challenge.

"Cock a hoop!"—the defiant Yorkshire expression with which he replied on a famous occasion to French threats of leaving the Hague Conference as a protest against the Cheron incident—has a certain archaic vigour that might not be out of place on a Snowden coat-of-arms.

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If the undergraduate to-day is extravagant it is his own fault. It is said the Oxford business motto to-day is "small profits and quick returns."

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★ Local Notes and Events ★

The Hong Kong dollar was yesterday quoted at 1s. 2½d. on demand.

One case of meningitis was reported over the week-end.

News has been received of the marriage at Home of Mr. H. G. Swinburne, formerly of Hong Kong, and Miss Edna Brown.

Sustaining fatal injuries by a fall from an upper floor verandah at 8, Woo On Lane, a boy, Au Yau, aged 7, died after admission to the Government Civil Hospital.

There will be no Christian Fellowship Meeting at the Helena May Institute on Friday. Dr. Allen will continue his talks on Friday, June 10, at 10.30 a.m.

The annual meeting of the Alice Memorial and Affiliated Hospitals will be held on Thursday at 12 noon, in the Board Room of the Chamber of Commerce.

Charged before Mr. Wynne-Jones yesterday with stealing two gold rings from a jeweller's shop in 210, Queen's Road Central, a Chinese was sentenced to six weeks' hard labour.

Two motor-cars, parked at the stand at Salisbury Road, opposite the "European" Y.M.C.A., were found to be missing by their owners on Monday. Capt. Baldwin, of Gun Club Hill, reports that he left his car, No. 512, at the stand over-night, and when he went for it the next morning, it was nowhere to be seen. A similar report was made by Mr. F. C. Goodman, whose car, No. 2239, is also missing.

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WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE
OF PROVED HIGH QUALITY.

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.

Unequalled by any similar product throughout the world.

FORMAZONE

The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

Pyeris

SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing.

Blends excellently with Wines and Spirits, especially Whisky.

IN QUARTS, PINTS & SPLITS.

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers.

ESTABLISHED 1841.

GUIDE TO BUYER.

If you want to buy prepared medicine at moderate prices or to order a pair of glasses of the highest point of perfection please come and patronize

The Great China Medical Co., No. 11, WING LOK STREET (Opposite The Sun Co.). A trial will convince you and make you satisfied.

"HUMAN BONFIRE" IN GARDEN.

NEIGHBOUR SAW SMOKE AND FLAMES OVER WALL.

WOMAN LECTURER.

A remarkable story of a woman who was seen burning like a "human bonfire" in her garden was told at a Horseyquest on Dr. Victoria Henrietta Hazlett, a lecturer in psychology at London University and Bedford Women's College, Regent's Park.

A verdict of Death from Burns due to the ignition of her clothing was returned.

It was stated that Dr. Hazlett was in the habit of cleaning clothing with petrol in the garden.

Sir Harry Martin Terry, a stockbroker, of Wembley Park, Middlesex, said he climbed over the wall of Dr. Hazlett's garden and found her charred body in a small passage way.

Joseph Leonard Collins, a gardener at the house adjoining that of Dr. Hazlett, said they saw smoke and flames coming from Dr. Hazlett's garden, but attached no importance to it, as they thought rubbish was being burnt in a bonfire.

Coroner and "a Mystery." The Coroner remarked that a mystery in the case was how the petrol was being used by Dr. Hazlett, at the time it became ignited. He said it had been known for sparks to come from artificial silk stockings when rubbed.

Dr. Pritchard said that he had tried experiments by dropping a china bowl on concrete, but no sparks resulted.

It was stated that Dr. Hazlett was cleaning a green dress of pure silk at the time. The nearest fire was in the house. She smoked cigarettes only when in company.

from the files.

Looking Back 25 Years.

The Russian Government has decided to double the track of the Siberian Railway. A second track will be laid between Atchinsk and Irkutsk during the present year.

There were two cases of plague yesterday, making 57.

Sapper Rogers, R.E., Mrs. Rogers and W. Redmond were charged before Mr. Hazlett at the Police Court yesterday with selling liquor without a license at the United Club, Queen's Road Central. The case was remanded, defendants being admitted to bail in the sum of £100 apiece.—Hong Kong Daily Press, May 31, 1907.

Looking Back 50 Years.

The following is an extract from a Blue Book on Chinese Slavery in Hong Kong:—"No one can walk through some of the by-roads of the Colony without seeing well-dressed Chinese girls in great numbers whose occupations are self-proclaimed, or pass these streets, or go into the schools of this Colony, without counting beautiful children by the hundred whose Russian origin is self-declared. If the Government would inquire into the present condition of these classes, and still more, into what has become of these women and their children in their past, I believe that it will be found that in the great majority of cases the women have sunk into misery, and that of the children the girls that have survived have been sold to the profession of their mothers, and that, if boys, they have been lost sight of or have sunk into the condition of the mean whites of the late slave holding states of America."—Hong Kong Daily Press, May 31, 1932.

BRUENING GOV.
RESIGNSACCEPTED BY PRES.
VON HINDENBURGCOUNTRY FACING GRAVE
SITUATION

[THROUGH REUTER'S AGENCY.]

BERLIN, May 30.
President von Hindenburg has accepted the resignation of the Bruening Government.

LATER.
The crisis which has plunged Germany into a grave situation on the eve of the Lausanne Conference is due to President von Hindenburg's inability to agree to some of the measures that Dr. Bruening intended to include in an Emergency Decree.

The President is particularly opposed to the scheme to expropriate a part of the big land owners' estates, especially in East Prussia, for the redemption of State Loans made to them. This land was to be used for settling the unemployed and impoverished peasants.

The land owners are violently opposed to it as it is a Bolshevistic measure.

President von Hindenburg, who hurried back to town from Prussia, has evidently sympathized with his neighbours' complaints.

Other proposals of Dr. Bruening to which President von Hindenburg has objected are connected with the reduction in pensions and doles, and some of Dr. Bruening's more democratic schemes.

HARD-UP GERMANY.

CUTS IN DOLE TO SICK AND
NEEDY

[THROUGH REUTER'S AGENCY.]

BERLIN, May 29.
Cuts in the dole to sick pensioners, widows and orphans, are contained in the emergency measures outlined in a new emergency decree to be imposed this week.

THE LAUSANNE
CONFERENCEBRITISH POLICY
REVEALEDPREMIER DETERMINED
TO ATTEND

[THROUGH REUTER'S AGENCY.]

LONDON, May 29.
A statement that the British Government representatives to the Lausanne Conference would press for the utmost consideration of, not even merely debts and reparations, but also the bigger problem of dwindling international trade, was made by Mr. Ramsay MacDonald, Premier, in an interview with the Daily Mail at Lonsborough.

He said that it was an international problem, which no nation was able to settle for itself.

He hoped that the Lausanne Conference would boldly tackle it, in all its aspects.

The Premier expressed his determination to go to Lausanne because he believed the business to be transacted there was essential to Great Britain's future economic position.

OTTAWA ECONOMIC
CONFERENCEAUSTRALIA WILL NOT
BARGAIN

[REUTER'S SPECIAL SERVICE.]

MELBOURNE, May 29.
The spirit in which Australia will enter upon the Imperial Economic Conference at Ottawa shortly, was given expression to-day by the Minister of Trade and Customs in a most encouraging statement.

"It is in the British Government with whom big arrangements can be made, if we agree upon big arrangements," said the Government spokesman, Mr. Gullett, discussing the Conference.

"We do not intend," he went on, "to haggle in the interests of trade in any spirit of animosity, and we certainly shall not attempt meticulous or niggarly weighing of our respective concessions."

If we were so foolish as to descend to mere bargaining, more harm than good would come from Ottawa."

VILLAGE ROAD MURDER CASE

Vigorous Cross-Examination of Zimmern By Defence

MR. BRUTTON'S
COMMENTS ON
WITNESS' MEMORYZIMMERN REQUESTED
NOT TO "HEDGE"

WHEN the case against Cheng Kwok Yau, who is charged with procuring the murder of George Fung, was resumed before Mr. Wynne-Jones at the Central Magistracy yesterday, Edward Zimmern was again in the witness-box and after Mr. R. E. Lindell, the Assistant Attorney-General, had finished with him, Mr. Geo. K. Hall Brutton, for the defence, subjected him to a cross-examination on many points raised in his evidence. The cross-examination was not completed when the Court rose.

Zimmern's answers to some of Mr. Brutton's questions brought a remark from the latter requesting Zimmern not to "hedge."

CONVERSATIONS WITH ACCUSED.

Continuing his evidence from where he had left off at the previous hearing, Zimmern told the Court that after arriving at Village Road on the night of the murder, Cheng drove the Austin car in which Zimmern and Lau were also seated, right round Happy Valley and then to town. On the way, said Zimmern, Cheng turned round twice, as though he felt that someone was following him. The accused turned round once at Diabutsu's (Arsenal Street) and witness asked accused, who looked nervous, whether someone was following the car.

Mr. Lindell: What exactly do you mean by nervous?

Witness: Pretty shaky with his hands. I asked him what was the matter and he gave me no reply.

Witness, answering further questions, said the accused drove the car at about 25 to 30 miles per hour which was faster than his usual speed. After passing Murray Barracks, near the Hong Kong Cricket Club's ground, accused gave Lau a dollar and said that he was unable to take him to the Chiu On Club and that he would take him some other night as Lau might have trouble with his mother. A little further on he gave Lau \$10 and said: "Use this for yourself; spend it in the morning."

Witness said that the car was then driven to the Kwong Hoi Kee firm in Queen's Road Central. There Lau got out and went away.

Mr. Lindell: Describe in exact detail, as well as you can remember, what happened inside the shop.

Peeped Through a Sauter.

Witness: First he told the "boy" to get someone to park his car in the garage. He closed the main entrance himself and locked the door. He then peeped out into the street through a shutter in the door. Then he got hold of me by the front of my jacket.

Mr. Lindell: Notice anything about him at the time?

Witness: Just as he entered, I felt his hand. It was icy cold. I asked him what was the matter and said, "If someone is trying to look for you and give you a hiding, I am here to protect you," and he replied, "No, follow me." It was then that we went into the Kwong Hoi Kee.

What happened inside?—He got hold of my coat and told me "Fung is dead." I was surprised and asked "How do you know?" and he replied, "Lai rang me up in my house and swore vengeance." Witness said that accused went on to say, "I warn you not to speak to anyone about this, because if you do, you know what the consequence will be." I said, "Alright, Alright, I won't talk, I won't tell."

"I had at that moment a cigarette in my mouth," said Zimmern, and searching for a match in my waistcoat pocket I found the receipt given by Messrs. Lo & Lo, and asked Cheng what he was going to do with the paper. He took it from me and threw it into the backyard of the house.

Nervous and Shaky.

We left by the back entrance, and went up into Caine Road through the Old Bailey Street, waiting for a bus for five minutes; when it came along we boarded it to go to the Chiu On Club via the University. We discovered Mr. Lau on the same bus. He dropped off near the Netherlands Hospital, and we proceeded, finally reaching the University terminus, where we alighted and went down to the Chiu On Club by a sloping road.

"Cheng was not the man I had known him before; he was nervous and shaky and his face was pale," added Zimmern.

Mr. Lindell: Did he give any reason for getting out of the car at the Kwong Hoi Kee and going by this route to West Point?—Not that I can remember.

Was the car running all right as far as the Kwong Hoi Kee?—Yes.

We arrived at West Point at 10.30 or a quarter to 11. Cheng took over ten per cent of the bank in a game of pai kwan and made \$31. The game, lasting for about an hour, took us to 11.30 or 11.45. After that he watched other people gambling. At 2 a.m. we had supper. At 4.30 a.m. I left the Club. Cheng was still there when I left, and he did not leave with me.

Mr. Lindell: Describe the circumstances of your leaving the Club. . . . Cheng took me out on to the verandah. "Here is fifty dollars," he said; "I want you to go to Canton." I asked him why, and he replied, "The trouble is that you drink and talk too much." I told him that it would be very foolish for me to go, but he insisted, telling me that he would follow me afterwards. I asked him, "Why Canton?" and he remarked that there was the long distance telephone with which he could keep in touch with me. He gave me the names of two Chinese hotels at one of which I was to stay in Canton.

Gave Him Fifty Dollars.

He gave me the fifty dollars, and I asked him, how about Christie. He told me not to say anything to Christie and to hand to him, for his yak lau, etc. etc. etc.

A week or ten days before this conversation I had told Cheng that there were no prospects for me with this business of following him to the cinema and gambling places, and that I would be going to Canton.

On leaving the Chiu On Club at 4.30 a.m., I went back to the Tung-shan Hotel, and found Christie sleeping in Room No. 20. I roused him and saying something to him, gave him the ten dollars. We went out and had some congee. Christie returned to the Hotel and I left, that morning on the s.s. Fatshan which sailed at 8 o'clock. Prior to boarding the steamer I bought a newspaper from a seller near the Hong Kong Hotel in order to find out if what Cheng had told me about Fung was true.

At Canton I stayed at the Tung Ah Hotel, in Room No. 632. I was there for four or five days. The

(Continued on Page 10.)

IN HONG KONG TO-DAY.
CLOUDY.

YESTERDAY'S WEATHER REPORT, FORECAST AND REMARKS, ISSUED BY THE ROYAL OBSERVATORY AT 5.35 P.M., STATED:—
"THE ANTI-CYCLONE IS NOW CENTRAL NEAR TOKYO. A TROUGH OF RELATIVELY LOW PRESSURE EXTENDS FROM ANNAM ACROSS THE PHILIPPINES TO THE PACIFIC."
LOCAL FORECAST:—E. WINDS, MODERATE; CLOUDY.

IRISH SWEEP ON
THE DERBYTOTAL
SUBSCRIPTION
£4,128,486

[THROUGH REUTER'S AGENCY.]

LONDON, May 30.
The total subscription to the Irish Derby Sweep is £4,128,486. Irish hospitals and charities will receive over £1,000,000.

The prize fund which is £2,801,413, is divided into twenty-eight units each with a first prize of £30,000; second prize of £15,000; and a third prize of £10,000. Drawers of other horses £1,750 each. There are 2,800 prizes of £100 and ten residual prizes of £164 each.

CALLOVER AT VICTORIA
CLUB

The call-over at the Victoria Club to-day revealed that "Orwell" is favourite.

The fancies were as follows:

LONDON, May 30.
2/1 Orwell (o. 85/40 t.).
100/9 Miracle (t. and o.).
100/8 Herpes (t. and o.).
100/8 Cockpen (o. 13/1 taken).
100/6 Dastur (t. and o.).
22/1 April V. (o. 25/1 taken).
28/1 Firdausi (t. and o.).
28/1 Porto Fino (t. and o.).
33/1 Wyvern (o. 35/1 taken).
40/1 Andrea (o. 50/1 taken).
55/1 Spenser (t. and o.).
55/1 Royal Dancer (t. and o.).
55/1 Celebrator (t. and o.).
55/1 Jweh (o. 100/1 t.).
100/1 Totah (t. and o.).
100/1 Leighton (t. and o.).
100/1 Bactus (o. 200/1 taken).
100/1 Buckle (o. 200/1 taken).
125/1 Jackdaw II. (t. and o.).
125/1 Summer Planet (t. and o.).
200/1 Peter Planet (t. and o.).
200/1 Corey (t. and o.).

WORLD'S WATER
SPEED RECORDKAYE DON POSTPONES
ATTEMPT

[REUTER'S SPECIAL SERVICE.]

LONDON, May 29.
Surprise has been created by news from Lake Garda, Italy, indicating that Mr. Kaye Don, has abandoned his attempt to create a new world's speed record in Miss England III, and is returning to England to discuss modifications of the craft.

It is supposed that some trouble has developed with the craft as it was only a few days after his arrival in Italy that Miss England III did over 112 miles an hour in an unofficial trial.

Mr. Kaye Don then said he was more than satisfied with the craft. He declared that at no time during the trial—when the record was actually, if not officially, exceeded were the engines full out and that she was capable of much more.

The official record, held by Commodore Gar Wood, is 111.7 miles an hour. Miss England III, piloted by Kaye Don, bettered 112.5 in her unofficial trial.

PACIFIC FLIGHT
FAILSBROWN RETURNS AFTER
SIX HOURS

[THROUGH REUTER'S AGENCY.]

SEATTLE, May 29.
Nat Brown, the former U.S. army aviator, who took off this morning in an attempt to fly to Tokyo non-stop, was compelled to return by a broken oil line, making it impossible for him to continue the journey.

He landed at 1 p.m. Pacific time, approximately six hours after the time of his take-off.

MAY 30
PASSES
QUIETLYSHANGHAI
DEMONSTRATIONS
FIZZLE OUT

[FROM OUR OWN CORRESPONDENT.]

SHANGHAI, May 30.
Rain proved a good ally to the police and effectively dampened the ardour of May 30 demonstrators. The threatened celebration completed fizzled out, excepting for a few handbills, which were distributed in a desultory fashion, and one minor attempt to hold a meeting in the mill district.

Many newspapers and industrial concerns were closed and flags were flown at half-mast. Chinese representatives assembled at the tomb of the victims of the May 30 incident in 1925, and some slogans were shouted.

DEMONSTRATORS
CHECKED

[THROUGH REUTER'S AGENCY.]

SHANGHAI, May 30.
Several attempts at demonstrations were made this morning, on the occasion of the anniversary of the May 30 incident in 1925.

Incidents occurred in the French Concession and the International Settlement, but the police had no difficulty in checking the demonstrators.

POLICE SURROUND
BLOCK OF SHOPS.THIEF'S REMARKABLE
ESCAPE.

To prevent the escape of a man who had broken into the shop of the Electrical Supply Company, Brown Street, Manchester, the police, during the early hours of the morning, surrounded the block of shops and offices bounded by Brown Street, Market Street, Newmarket Lane, and Pall Mall. When those who work on the premises arrived yesterday morning, they found the officers conducting a search of cupboards and other places of concealment.

About midnight it was found that the Electrical Supply Company's premises had been entered, and the manager was summoned. The till of the shop had been broken open by a screwdriver, which was found near by, and about 10s. in cash was missing. The company have two shops, Nos. 4 and 8, Brown Street, on either side of Bridge-water Chambers, which open into Brown Street. There is access to a general basement from the Chambers, and it was found that the premises, No. 8, had been entered by breaking open a door in the basement.

The intruder had then removed six wireless cabinets from the steps of an iron stairway leading to the shop above, mounted the stairway, and forced an entrance by breaking through the boards with which the top of the stairway was closed. A crowbar, belonging to the company, was found in the basement. Later a parcel containing a wireless set was found abandoned in a passage and some loud-speaker units were discovered in a cupboard, as if they had been placed there in readiness for removal.

The intruder had also forced several of the doors of cellars in the basement (in an attempt it is thought, to elude the police), had broken open a door leading from the Chambers into the Market Street premises of Messrs. A. H. Martin, tailors, and had also forced the door of an office on the top floor, though in neither of these cases had anything been taken.

It is a mystery how the man escaped with such a close guard on the block. The theory is advanced that he eluded attention by associating with those who had legitimate business on the premises yesterday morning. It is also thought probable that he had secreted himself on the premises overnight.

CHINA'S FOREIGN
MINISTERWANG CHING WEI MAY
CARRY ON

[THROUGH REUTER'S AGENCY.]

NANKING, May 30.
A local news agency reports that at yesterday's session of the Foreign Relations Commission, Mr. Lo Wen Kan resigned the post of Foreign Minister and recommended that Mr. Quo Tai Chi be appointed to succeed him.

Mr. Quo Tai Chi, however, declined to accept nomination and announced that he was preparing to go to London immediately as Chinese Minister to Britain. It will be recalled that he was recently offered this position and, according to repeated reports, refused the appointment.

It is believed also that Mr. Chiang Tso Pin indicated that he was returning to Tokyo as China's Minister to Japan.

Mr. Lo Wen Kan was persuaded to carry on as Foreign Minister at Nanking.

LO WEN KAN INSISTS ON
RETIRING

LATER.
Political circles are freely stating to-night that Wang Ching Wei will temporarily take over the Ministry of Foreign Affairs while retaining the Presidency of the Executive Yuan.

Lo Wen Kan insists on resigning and returning to the Ministry of Justice, while Quo Tai Chi, who has been freely discussed as his successor, insists on taking up the post of Minister at London to which he was recently appointed.

The Government is faced with a most difficult task in appointing a new Foreign Minister, but under the present circumstances the Ministry cannot long be vacant, for which reason Wang Ching Wei is likely to take over for the time being.

CHINESE MILITARY
ATTACHESCONSIDERED NECESSARY
BY CHIANG

[THROUGH REUTER'S AGENCY.]

NANKING, May 30.
It is understood that Chiang Kai Shek is considering the appointment of a number of experienced military officers to serve as military attaches to the Chinese Legations.

Owing to financial difficulties, few military attaches have been stationed abroad, but Chiang considers such a step is desirable to facilitate the investigation of naval and military developments in foreign countries.

JULIUS CAESAR,
JOURNALIST.WHEN ROME HAD HER
"HANSARD."REPORTS OF NEWS OF THE
DAY.

Julius Caesar arranged for a "Hansard" to be published, regularly recording the debates in the Roman senate, writes H. Spring.

He was a pioneer in popular journalism, for he ordered the magistrates to have a summary of important news inscribed on white-washed walls in various parts of Rome.

He introduced a "means test" for the dole, which in those days was granted in corn.

He reformed the calendar and sketched a mighty plan for the rebuilding of the world anew.

He came home from the subjugation of the known world, and men held their breath to see what the master of the world would do with his winnings. Within six months he was dead, stabbed in twenty-three places at the foot of Pompey's statue.

Irony.
There was something ironical in that, for Caesar had taken away Pompey's wife and given him, in return, his own daughter.

All these things and many more, you will learn from "Julius Caesar," by John Buchan (Peter Davies, 5s. net). Mr. Buchan has given us nothing new about Caesar, but he has cleared the windows of their mists and allowed a

(Continued on next Column.)

STRATOSPHERE
EXPEDITIONPROF. PICCARD'S
PLANS

[REUTER'S SPECIAL SERVICE.]

BRUSSELS, May 30.
Professor Piccard's second projected trip next month to the outer limits of the skies, known to scientists as the stratosphere, was discussed by him in an interview with Ruter.

He said: "The main object of the expedition is for the further study of cosmic rays and to complete observations made the last time. I shall pilot the balloon myself with one companion, Max Cosyns, who will assist with the scientific experiments. I am taking practically the same scientific apparatus as the last time, only I shall add a wireless set."

the light there is to concentrate in one burning ray on the man whose work, he says, "may well be regarded as the greatest recorded effort of human genius." He has made dry bones live. He has taken Caesar from the historians and put him into history.

Through this book walks a man. You see him as he was: sinewy, with the head of a thinker, the lean body of a hard soldier, the mouth of a woman. You see him squandering his money and plunging into debt in order to buy and bribe his way to power. You see him merciful. You see him merciless, putting ruthlessly to death those who would stay the advance of his grand conception: Rome the mother of an Empire of equal sons.

Panorama of Life.

You see him swooning in epilepsy. You see him taking his place shoulder to shoulder with his men when the warfare was hard and long. You see him subduing a mutiny with a word. You see a youth, sprung from a rotten governing class, setting his hand to use the corrupt methods of that class in order to sweep it away.

There is much else to be seen: the whole panorama of Roman life in the time of the decadence; Caesar's long bid for political power; his passing on from that to an almost superhuman military prestige; his return after nine years to find the Roman great ones set against him; his taking up of the challenge; his flaming "clean-up" of Italy in a civil war; his pursuit of the remnants of opposition throughout the world as men knew it in those days.

You will see him dallying with Cleopatra beside the Nile, and you may accept Mr. Buchan's challenge to decide for yourself whether Cleopatra's son Caesarion was his child.

Talkative Cicero.

The great figures of the time pass before us in full dress or in swift snatches of vision. Old Cicero comes and goes, philosophising, orating, loving Caesar, always looking for a sop from his hand, now given some little job to keep him quiet, now patted on the head and "sent back to his books" with friendly encouragement. It was Cicero who flashed out the great phrase: "We are slaves to him and he himself to the times."

Meet, too, Mark Antony, "gross in habit, a savage in appetites, almost illiterate, without the rudiments of statesmanship." Meet Pompey, the "fortunate youth, but not so lucky man," and Crassus, the luckless millionaire, whose insensate ambition was to lead armies in the field. He did, and "his bloody head was flung on to the stage at the Parthian court, where a company of strolling players were performing."

A Roman Gangster.

Meet Clodius, the chief gangster in Rome, and learn how he smuggled himself into the festival of the Bona Dea, the goddess of fertility, to which only women were admitted, causing thereby a first-rate national scandal. Meet the denizens of the clubs and kennels, the glory and the grime of Rome, the seething commotion of a time when all that tradition stood for seemed crashing.

Meet, pre-eminently, the man who strode that world like a Colossus, till little men had nothing else to do but—

Creep under his huge legs and peep about
To seek ourselves dishonourable graves.

Many thanks to Mr. Buchan. I would like him to take thus a hand many of the figures from history's mausoleum, dust them, breathe into their nostrils the breath of life, and set them walking as here walks great Caesar.

Sports News

HOME CRICKET PROSPECTS.

CAMBRIDGE HAVE ATTRACTIVE MATERIAL.

BUT IT WILL NEED MUCH SORTING OUT.

Of the Oxford and Cambridge University captains, A. G. Hazlerigg probably has the more reason now, before term has been begun, to wonder whether by the beginning of July he will have been able to collect a team capable of winning at Lord's, says a correspondent in the *Evening Standard*.

It should not from this be deduced that there is a shortage of good players at Cambridge. The list of men with justifiable pretensions to Blues probably is longer than at Oxford; but whereas at Oxford there are at least four cricketers who would be welcome in almost any side, and around whom a nucleus can be built, Hazlerigg has no such solid foundation. There are only one or two of his numerous old Blues who can be serenely confident of being asked to play again in the University match.

To this position, however, there is at least a favourable aspect. Every man will be striving might and main for his place, and there is certain to be the keenest possible atmosphere about the whole proceedings.

In addition to Hazlerigg himself, D. R. Wilcox (the secretary), A.

Ratcliffe, D. M. Parry, K. Farnes and J. T. H. Comber, the wicket-keeper, remain of those who played at Lord's last summer. There are also R. C. Rought-Rought, who gained a Blue in 1930, and J. G. W. Davies, a second-year man who was given his Blue last season, but was compelled because of illness to stand down.

In the normal course of events Cambridge would have been able to reply upon the services of F. R. Brown, but Surrey's gain is the University's loss, and they will have to do without the services of one of the finest bowlers of the day.

Even without Brown there are distinct possibilities about the Cambridge attack. Farnes on his day is a fine bowler, well above medium-pace, and possessed of great life off the wicket.

Then Hazlerigg can be a dangerous bowler. He bowls the old-fashioned off-break pure and simple, but his flight is by no means easy, and his slower ball is cleverly held back. Rought-Rought is an honest to-goodness fast bowler.

A. G. Pelham was a promising bowler at Eton in 1930, and in his and starts he bowled well, for Sussex last summer. He is assured at least of a trial. The other bowlers of whom one has heard are by way of being all-rounders. E. Cawston, right-arm, slightly above medium pace, is somewhat similar in style to Pelham. He, too, has played for Sussex, while W. H. Webster, the Association

footballer, and D. F. Surfield both have played for Middlesex.

Not Easy to Judge.

More difficult to assess is the merit of the Cambridge batting, which last year was extremely disappointing. A. P. F. Chapman and Davies of Ashtons are not to be found in every Freshmen's Match, and in most seasons men like J. L. Bryan would not be passed over.

Wilcox was a grand player at Dulwich in 1929, but at Cambridge he never has done himself full justice. When, however, one considers that a man like E. T. Killick took two years to establish himself as a university cricketer, it is not remarkable that other promising players cannot at once cross the gap that separates school from first-class play. In such cases it may be recalled, if the time be not taken to literally, that between his early promise and subsequent triumphs, even Bobby Jones had to go through the "seven lean years," during which he did not win a single championship.

Of the other Blues who are batsmen, Hazlerigg himself is solidly personified, although he takes an inordinately long time over his runs. Ratcliffe has to his credit the magnificent 201 against Oxford—and hardly anything else. It will be extremely interesting to see how he shapes. Parry is a pains-taking player, who batted consistently enough when given his chance last year, and Davies, if perhaps not quite sound, can be very effective on his day. In addition, he is one of those fielders who are a positive joy to watch.

Freshmen will have a particularly good chance of distinguishing themselves, and there are many with very impressive school reputations.

VILLAGE ROAD MURDER CASE.

(Continued from Page 9.)

fifty dollar bill I received from Cheng I changed with a man who had gone up for his Easter holiday. He was Mr. Percy Edwards, employed at the Hong Kong Government Bacteriological Institute.

The next thing that happened, and which was material to the case, was that I met Christie the day before I returned to Hong Kong. He had been sent up specially to see me with instructions from Cheng.

Zimmer's Arrest.

On that day, March 30, I did not know that the Hong Kong police were looking for me. On the 31st I returned to Hong Kong by a.s. Estahn, leaving Canton at 8 a.m. At the steamer's wharf here I was arrested by Sub-Inspector Rozeksky and taken to the Central Police Station where I was kept in a separate cell from Christie. I subsequently made a written statement after being cautioned by Sergeant Fitch.

This closed the examination-in-chief of the witness Zimmer.

Zimmer Cross-Examined.

Mr. Brutton: I think you told us that you came to Hong Kong in February this year?—Yes.

Where from?—Shanghai.

How long had you lived there?—About four years.

Doing what?—Salesmanship.

For whom?—For the firm of Harvey Cook & Company.

What were you selling?—Pleasure goods.

Why did you leave?—I left to join another firm.

What firm?—Whitson's Limited.

Why did you leave them?—I left them because I could not make enough.

Is that why you left the other firm also? I only worked on a commission basis for them.

You could not earn enough money to make a living, is that it?—Yes.

You were in Shanghai when Fung was there?—I saw Fung once or twice in Shanghai.

Did you know he was living in Shanghai for several months in 1931?—No, I can't remember.

Only met him there; I don't know how long he had been staying there.

Where did you meet him?—At Range Road, once.

You did not ask him where he was living?—I did, but he wouldn't tell me.

When you were arrested here on March 31 was there a warrant?—I don't know.

Was there any charge brought against you?—I don't know; I was only detained.

No Charge; No Warrant.

You were only detained, no charge, no warrant, and so far as you know, you have been detained since March 31 without charge or warrant?—I was detained under a deportation warrant. That was shown to me a few days after my arrest.

You are a British subject?—Yes.

And your father was also a British subject?—I don't know. I lost him when I was seven months old.

I can tell you he was a British subject. What was his name?—Shi Ping Kwong.

Interpreter to Messrs. Wilkinson and Grist?—I knew he worked there.

Mr. Brutton:—Assuming that if you are a British subject and your father was a British subject, you cannot be deported?—That I don't know.

Did not Mr. Hall or Mr. Sin tell you that?—All I heard from Mr. Hall was that there was a new Ordinance which came out last year that British subjects could be deported if they were held on suspicion.

You have not read the Ordinance, I suppose, or have asked Mr. Hall to read it to you?—No, I only heard Mr. Hall speak.

Anyhow, the fact remains that you have been detained under a Deportation Warrant as far as you understand?—Yes.

No charge made against you in connection with this murder?—No.

Have you been accused?—No.

And you have not been committed for trial?—No.

Promise of Free Pardon.

Mr. Brutton (to his Worship): I would ask the meaning of the statement the other day about a free pardon. There are only three occasions when a man can be told that, if he tells what is supposed to be the truth a pardon can be granted to him. The three instances are lacking in this case. There is no accusation, no charge and no commitment.

Continuing, Mr. Brutton asked witness: Your reason for going to Canton was, according to your own statement, that you could not get

sufficient money out of Cheng to live?—No, sir.

What was it then?—I would like to have a think.

Well, then?—In fact, I had told Cheng, as I said previously, that I was going to Canton.

And was not that because you could not get enough out of Cheng to live here?—I was getting 840 a month.

What was the reason then? A week before mind you?—I told him that following him around to cinemas and dinners and gambling houses did not leave me very good prospects.

You could not make sufficient money out of Cheng?—I had no prospects.

From the time that you were engaged by Cheng you were following him about everywhere?—Yes.

You knew his movements?—Yes.

You say you first met the accused on March 5 or 6?—On the 6th.

That was the South China Club?—Yes.

This Mr. Pun you talk of, what is his name?—I only know him as Mr. Pun.

Introduction to Accused.

At the time you say you were introduced to the accused, who was with him?—He was playing billiards. I don't know the men who were playing with him.

I ask you whether this is not what happened? The accused was talking to Mr. Pun and another person after a game of billiards.

Witness: I can't recollect that.

Mr. Brutton: Pun and another man were talking to Cheng and you came up and butted in the conversation. It was you who asked for and got an introduction?—No.

Do you mean to say that Cheng asked to be introduced to you?—No, I went to the Club with Pun and Pun introduced me to him.

You asked Pun to introduce you?—Pun told me that that was Cheng Kwok Yau. I asked if I knew him and I said I knew his brother and he then introduced me.

Did you ask to be taken to the races?—I did.

You pushed yourself on to the accused?—He wanted someone to follow him and the person who was asked refused so I asked whether he would take me.

A man you had only just that minute been introduced to?—Yes.

And you asked him to find a job for you?—I did.

I fast you did all the asking?—I know he was a rich man with influence and therefore I asked him.

Was that job to your taste?—It was better than nothing.

You chucked three jobs in Shanghai to come down to nothing?—I did not wish to throw up the jobs; I had to do it. I could not get 22,000 worth of business for the firm, which I was working for; that was the figure I had to get before I was allowed to draw any commission.

At the Hotel Cecil.

Coming to an incident in the Hotel Cecil, Mr. Brutton asked: You say on the day you met accused you went to the Hotel Cecil? Whom did you meet there?—I met a Mr. Yip, Miss Au and a woman who was supposed to be the wife of a man from Shanghai.

Supposed to be? Is that the way you speak of your friends?—I don't know whether she was that man's wife.

Answering further questions, witness said that the man from Shanghai lived in room 30 and was surnamed either Yeung or Yeng.

You swear these were the people you saw there?—Yes; Yip, the Yeungs, Miss Au and the accused.

How many altogether?—I think the Yeungs came afterwards. They met us at Repulse Bay.

Why don't you be careful?—I wanted a chance to think.

You have had two months to think in? Now what was it; were they at the Hotel Cecil or did they join you at Repulse Bay?—I think it was at Repulse Bay.

Witness, in answer to another question, said that he did not pay attention to the party, except to Cheng. He said that when they got into cars, he was sitting at the back.

In what way were you paying attention to Cheng?—He told me to pay attention only to him.

Was it because of that that you can't recollect who were the people at the Hotel Cecil?—I can't remember Yip, Miss Au, Cheng and myself. I am certain of these four.

You can't remember the others?—I can't.

So that your memory cannot be very well trusted?—It was only at that time.

Who drove the car?—One car was driven by Cheng's chauffeur and I can't remember who drove the other car.

Who drove the car you were sitting in? I don't know his name; it was a man.

Which car were you sitting in?—It was a car with a Dixie seat.

Miss Bessie Au was sitting in front with the driver. I was in the Dixie seat with Cheng.

Who else was there?—I can't remember.

At the Cinema.

Mr. Brutton then left the point to go on to a cinema incident described by Zimmer in his evidence-in-chief.

Speaking of the incident, Mr. Brutton asked: Did you go with Cheng and a lady?—Yes.

Did you sit with them?—Miss Au sat with Cheng.

Did you sit with them?—No.

Which Miss Au went with Cheng?—The fat one.

You don't know her name?—I don't want to incriminate myself.

Mr. Brutton: That is the first time you thought of not incriminating yourself.

Zimmer: I think the fat one is Bessie.

What theatre?—King's.

What film?—I can't remember.

Another instance of poor memory, Zimmer: You don't expect.

"The Fat One."

Mr. Brutton: Of course, I do. You can remember conversation word for word. Anyhow, you say the conversation was with the fat one?—Yes.

Is the fat one Bessie?—I don't know. I think she is.

You are telling us of a conversation which you think took place between the accused and Bessie Au?

The conversation I can answer to. You cannot swear to the lady?—Because I don't know her name. You told us in examination in chief it was Bessie?—I think it was.

I put the conversation as it took place? You know what you have told us?—I was only telling you as near as possible because it was spoken in Chinese and I was telling it in English.

So that your evidence may be wrong?—No.

Well then, what do you mean?—As near as I can put it.

So it might not be correct? I gave it as near as I can put it.

Who started the conversation?—I don't know.

Was not it this way? Didn't the lady say she was a friend of Fung's?—I knew she was.

Did she say she was?—I didn't hear that.

Why do you say it then? Fung's name was mentioned in the conversation?—Yes, Fung and Lai Ming.

I will put the conversation to you like this: The lady started the conversation and said: "It is very difficult for me to be intimate with you (accused) since I have been friends with May (Fay) since my school days."

Witness: I didn't hear that.

Mr. Brutton: Did you hear the accused answer: Don't be silly. We don't love each other and we have left each other. What do we care?"

Did you hear that?—No, sir.

This is what you did hear which I am going to put to you now: The lady insisted and said: "It is very difficult for me," so accused said, "Either you are friends with her or with me." That is quite different to what you heard?—Yes.

You say the conversation took place with the fat one?—I won't swear to that. I will tell you which one if you show me the lady.

(Continued on Page 11.)

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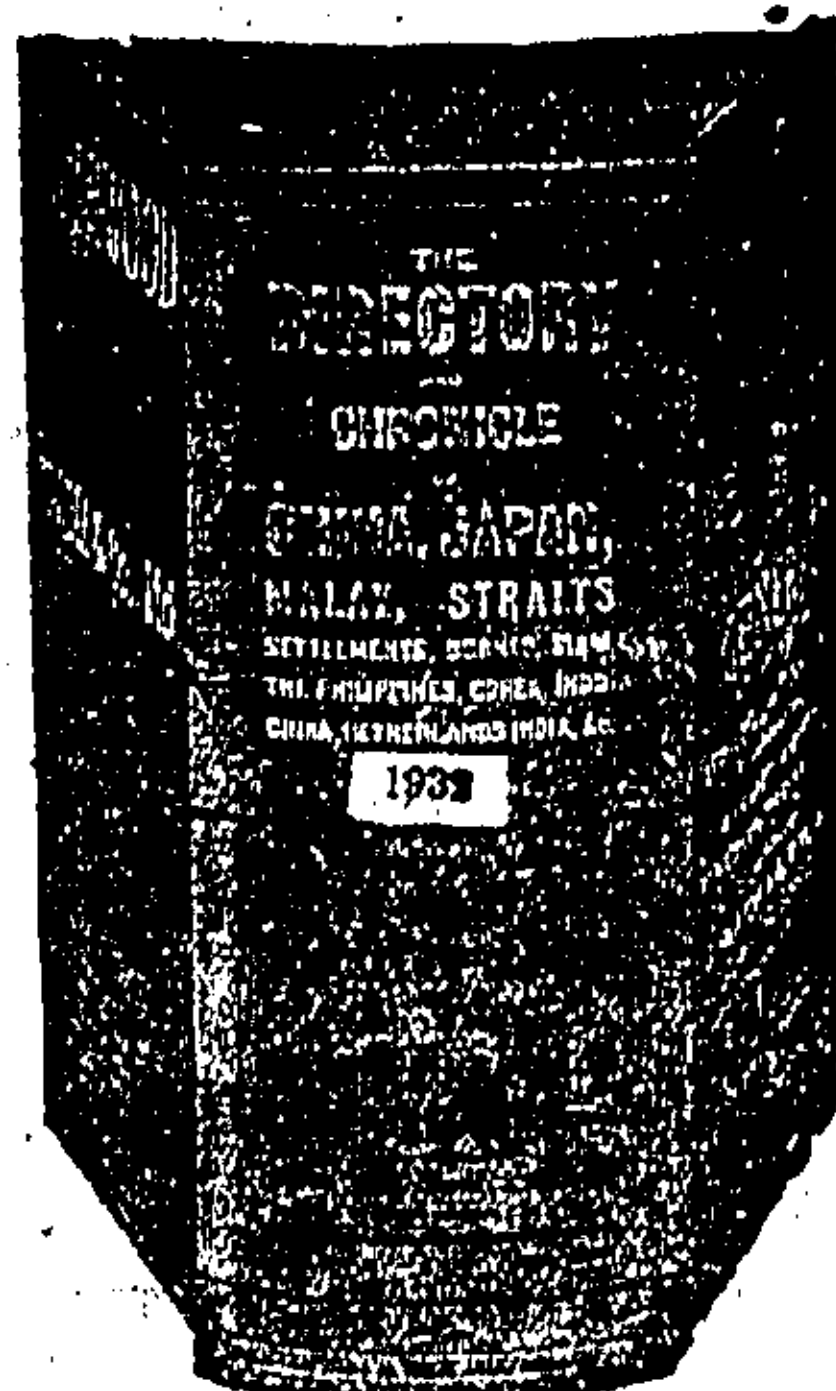
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11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.

12.30 p.m.—European programme of
Columbia records.

1 p.m.—Local time and weather
report.

1.30 p.m.—Rugby Press news, mail
notice, etc. Relay of speech
from the Rotary Club tiffin—
Dr. J. H. Montgomery will com-
plete his address on "The Truth
About Cancer."

2 p.m. (Approx.)—Close down.
5 to 8 p.m.—European programme.
5 to 8 p.m.—A relay of the band of
the 1st Bn. of the South
Wales Borderers from the Mil-
itary Hospital by courtesy of
the Officer Commanding.

5.7.30 p.m.—A programme of Colum-
bia and Royal records, kindly
supply by Messrs. Anderson
Music Co.

6-6.12 p.m.—Operatic.
"Cavalleria Rusticana"—Inter-
mezzo (Mazzini)—Milan Sym-
phony Orchestra.—0604.
"Mignon"—Overture (Thomas)
—Milan Symphony Orchestra.—
0759.

6.12-7 p.m.—Variety.
Orchestral—"The Cat and the
Fiddle"—Selection—The Mas-
queraders.—DB782.

Vocal Duet—"It Always Takes
Two"—"Who's Your Little
Girl?"—Iris Ashby and
Wm. Walker.—DB774.

Accordian Trio—"Hilda"—The
Deveyst Brothers.—DB363.

Vocal Duet—"Home"—"All of
Me"—Layton and Johnstone.—
DB775.

Organ Solos—"Wedding of the
Parades"—"Parade of the
Weddings"—Terence Casey.—
DB741.

Vocal Duets—"I Like a Little
Girl Like That"—"Honey-
moon Land"—Val Roaring and John
Burnaby.—MR410.

Cornet Solo—"Cleopatra"—
Francis Polka—"Showers of
Gold"—Jack Mackintosh.—
MR455.

Vocal Duet—"Over the Blue"—
"Nenth the Spell of Monte
Carlo"—Layton and Johnstone.—
DB764.

7 p.m.—Stock quotations, mail
notice, etc.

7.3-7.30 p.m.—Orchestra.
"A Village Romeo and Juliet"
(Delius)—Sir Thomas Beecham
conducting the Royal Philhar-
monic Orchestra.—L2087.

"In a Camp of Ancient Britons"
(Kettleby)—Albert W. Kettle-
by's "Concert Orchestra.—0600.

"Allah's Holiday" (Friml).
"Trees" (Kilmer and Rasmussen)
Savoy Hotel Orchestra.—DX345.

7.30-8 p.m. (Approximately)—
Lawrence Bradley at the Piano
Glorifying American Jazz.

8 p.m.—Local time and weather
report.

8.5-11.30 p.m.—Relay from the Ko
Shing Theatre.

10.30 p.m.—Rugby midday Press
news.

11.30 p.m.—Close down.

NEANDERTHAL SKELETONS.

**IMPORTANT FIND IN
PALESTINE.**

Three Neanderthal skeletons have
been found by the Anglo-American
expedition near Athlit, in Pale-
stine.

According to Mr. George Mac-
Curdy, the well-known Yale Uni-
versity anthropologist, this is the
greatest find in history.

A child's skull of the Mousterian
age—about 20,000 years old—was
found at Athlit in 1931.

The remains of the so-called
Neanderthal man, who was believed
to have existed about the same
time, were discovered near Düssel-
dorf in 1857. They were regarded
later as a link between the finds
at Piltdown, England, in 1912 and
the Pithecanthropus discovery in
Java in 1891. Another Neanderthal
skull was unearthed near Rome in
1929.

The Peking remains found in 1929
and 1930 were estimated to be those
of men who lived a million years
ago—long before the Neanderthal
man. A skull of the Peking type
was found in Australia in 1931.

Last month it was reported from
Nairobi that a skull discovered there
might have been that of a man who
had lived 2,000,000 years ago.

**VILLAGE ROAD
MURDER CASE.**

(Continued from Page 10.)

Show Me the Girl.

Answer the question. Which One
Show me the girl.

Which one?—The bigger one.
And the bigger one you called
Beside in your examination—
chief—I think so.

Always trying to "house" are
you?—No, sir.

At the time the conversation took
place you did not know anything
about the relations between Fung
and Miss Lai?—I had suspicions.

What suspicions are you taking
about. You had no knowledge of the
relations between Fung and Lai
Ming-fai?—What did you say, sir?

Mr. Brutton repeated the ques-
tion and witness answered: "I did
know."

Cheng told you of the story of
himself and Lai Ming-fai at the
Chi On Club?—Yes.

And the story was that he had
quarrelled with her and beaten
her?—Yes.

And that he wanted her to leave
the house and had told her to go
away?—He did not say that.

Did he say he wanted her to leave
the house?—No.

As a matter of fact, did Cheng
treat you as an equal?—Only on
occasions.

Have you ever sat at a table with
a lady with Cheng?—I can't re-
member.

And it's only when he was with
Club associates that you were with
him?—Yes.

Associates of the South China
Athletic Association?—Yes.

How much older are you than
Cheng?—I don't know Cheng's age.
How old are you then?—Twenty-
six.

You know that he is only a boy,
don't you?—I gather he is older
than I.

You gather that?—Yes.

Only a Boy.

Mr. Brutton then asked witness
if he would be surprised to be told
that Cheng was only a boy and that
he was under 21 years of age and

Zimmern said that he would be
very much surprised.

Continuing, Mr. Brutton asked
witness if he knew Fung's reputa-
tion, and in reply Zimmern said,
"I knew him."

Mr. Brutton: The reputation of
Fung—I cannot say.

Then what did you mean when
you said "in your evidence-in-chief
that you wonder whether she is
still a virgin after living with
Fung?"—Because I do not be-
lieve.

Never mind what you believe. I
take it that you knew of his re-
putation?—I do not.

And yet you say that you knew
Fung for 10 years?—Yes, but I
have been away for about five years.

Did you meet Fung in Shanghai?
—Yes. I met him twice, once in
Range Road and once in Hai Ming
Road.

You want this Court really to
believe that a man, who is really
upset at this girl leaving him, can
discuss with you, a practical
stranger, his most intimate affairs?
—I am speaking on oath.

Yes, and to get a pardon?—No
sir.

Here again your memory seems
very vague. You don't even know
where you were staying when the
conversation took place?—There
was a slight pause and then Mr.
Brutton: Come on, speak up!

Zimmern: I must have time to
think.

Mr. Brutton: You did not want
time to think in your evidence-in-
chief.—When answering questions
one has to be very careful.

Witness then added that he
thought he was living in the Hotel
Nathan then.

Man Shadowing Fung.
Mr. Brutton: Although accused
had been telling you all these inti-
mate secrets about himself and Lai
Ming-fai, he never mentioned to you
where Fung was living?—Not until
the night of March 16.

Was that because he never knew
where Fung was living?—He told
me he had a man shadowing Fung
where he was living.

And although you were living
in the Hotel Nathan, you did not
(Continued on next Column.)

SHOT BOY CYCLIST.

RIFLE AND BULLET "AT
INQUEST."

The inquest on George Joseph
Barlow, aged 16, of Cannon-road,
Hornsey, N., who was shot while
cycling in Gordon-road, Hornsey,
was adjourned until July 5 at St.
Paneras.

Evidence of identification was
given by the boy's father, Charles
Barlow.

Dr. Harvey Wyatt, pathologist,
produced a bullet which he had ex-
tracted.

The Coroner (Mr. Bentley
Purhouse): Are you able to say at
what range this bullet was fired?
It must have been more than three
feet.

From what direction was it fired?
—The bullet entered his head direct-
ly in the middle of the left side.

Divisional Detective Inspector
Okey said that Frederick John
Wheeler, aged 20, of Ranbury-road,
Hornsey, had been charged with
manslaughter of Barlow and had
been remanded. He produced a
rifle and a used cartridge case,
which, he said, were found in the
street where Wheeler was standing.

The Coroner handed the inspector
the bullet, and Inspector Okey said
it appeared to be of similar bore to
the cartridge case.

Mr. Purhouse said he would ad-
journ the inquest until the criminal
proceedings had taken their course.

The inquiry, which was at Hack-
ney, concerned the death of Eliza-
beth Gibson Flannery, a native of
Jarrow-on-Tyne, engaged at the
Eastern Fever Hospital, Homerton,
Hackney.

After hearing a doctor's statement
that her death was due to septic
patellar bursitis, the coroner ex-
plained that this was "housemaid's
knee."

Mary Lyons, a ward-maid at the
hospital, who came from Jarrow
with the girl, said that in March
Flannery said that she had hurt
her knee, and a week later it be-
came swollen and inflamed.

A verdict of "Death from natural
causes" was recorded.

U.S. BASEBALL

SUNDAY'S GAMES

[THROUGH BRUTON'S AGENCY.]

New York, May 29.
The following were the results of
to-day's baseball games:

National League.

Brooklyn	3	Boston	10
Brooklyn	3	Boston	2
Shore, Frederick, and Schul-			
merich hit home runs.			
New York	10	Philadelphia	8
New York	2	Philadelphia	4
Mallon and Hurst hit home runs.			
Chicago	7	Pittsburg	3
Chicago	0	Pittsburg	2
Grimm hit a home run.			
Cincinnati	0	St. Louis	5
Cincinnati	3	St. Louis	2

American League.

Boston	6	Philadelphia	4
Boston	0	Philadelphia	4
Roxs hit a home run.			
St. Louis	12	Cleveland	3
St. Louis	1	Cleveland	2
Washington	8	New York	11
Babe Ruth and Mannish hit			
home runs.			
Detroit	4	Chicago	2

**"HOUSEMAID'S KNEE"
DEATH.**

"Housemaid's Knee" was stated
at an inquest to have caused the
death of a hospital wardmaid, aged
19.

The inquiry, which was at Hack-
ney, concerned the death of Eliza-
beth Gibson Flannery, a native of
Jarrow-on-Tyne, engaged at the
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with the girl, said that in March
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her knee, and a week later it be-
came swollen and inflamed.

A verdict of "Death from natural
causes" was recorded.

DECORATION DAY.

**LOCAL OBSERVANCE BY
AMERICANS.**

Yesterday, May 30, a day set
apart by the American people for
the decoration of the graves of
American War Veterans, was suit-
ably observed in Hong Kong by
local Americans.

The American Consul-General,
Mr. Douglas Jenkins, and Mrs.
Jenkins, accompanied by several
ladies of the American community,
visited Happy Valley Cemetery and
laid wreaths on the graves of the
Americans who are interred there.

The American flag at the Ameri-
can Consulate was yesterday half
masted till 12 noon. There were no
other observances and none of the
American business houses were
closed.

PASSENGERS.

Arrivals.

The following arrived by the s.s.
President Lincoln:—Lilla L. Annis,
Thomas Brady, Y. G. Chan, M.
Fung, Chen, S. Choy, Charles J.
Dougherty, George H. Lynott, Marie
M. Lynott, Frank A. Swaffer, H.
Y. Tsui, Mrs. H. Y. Tsui, Roberto
Vallarino, Dorothy C. Vallarino,
and Roberto Vallarino, Jr.

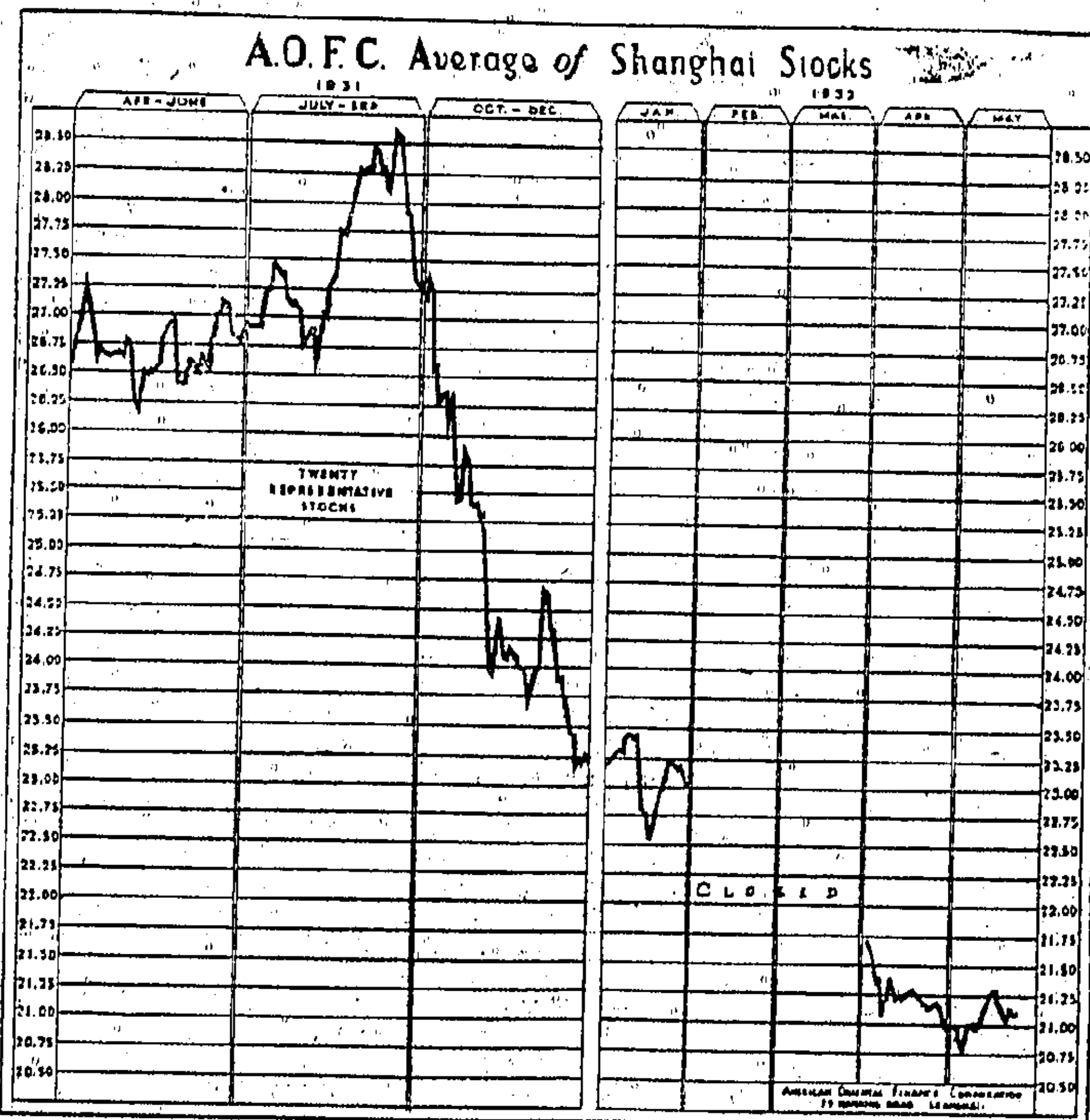
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Money and Markets.



MARKET COMMENT ON A.O.F.C. AVERAGE.

News of character definite enough
to affect stock market sentiment
was conspicuous by its absence
during the past week.

The market was very steady
throughout the Wednesday session
without any special feature. Ewos
ended off somewhat due to the drop
in yarn. Next day's session open-
ed firm, improved during the morn-
ing trading, with buyers keenly
bidding for shares. This trend was
interrupted on Friday, when the
short sellers attempted a rump
with a little success, putting off
buyers, but at lower rates there was
good resistance. During the follow-

ing days the market remained ex-
ceedingly quiet with very small
business done, everyone being pre-
occupied with the May Settlement.

Ewos were in good demand with
business passing at 13.05 May,
Shanghai Cottons were wanted at
764 June. There was a great deal
of interest shown for Intasco, busi-
ness being done at 4.62 and 4.65
May and 4.05 and 4.07 June. The

record of the market last week
showed a net loss in the A.O.F.C.
average of 8 points.

Weekly trade reviews were rather
quiet. Fluctuations in exchange
have proved a disturbing factor.

There was no improvement notice-
able in the demand for foreign
cotton. The yarn market showed a
remarkable revival, explained by
the increased demand from mills in
Kiangsu and Chekiang. Clearances
in piece goods are improving, while
the silk market has to report the
abolishing of export duty.

May 18, 1932—12.80
Sept. 18, 1931—22.60
May 8, 1932—20.75
May 23, 1932—21.12

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ADVERTISED SAILINGS FROM HONG KONG

ADEN.

Himalaya, Dodwell, June 1.
Ranchi, M. M. & Co., June 4.
Athos II, M.M., June 8.
Hector, B. & S., June 8.
Bangalore, M. M. & Co., June 11.
Hakozaki Maru, N.Y.K., June 11.
Ganga, Dodwell, June 13.
Naldera, M. M. & Co., June 13.
D'Aragnan, M.M., June 21.
Idomenous, B. & S., June 22.
Col. Di Lana, Dodwell, July 2.
Kaisar-I-Hind, M. M. & Co., July 2.

ALEXANDRIA.

Pres. Garfield, Dollar, June 12.
Pres. Polk, Dollar, June 26.
President Adams, Dollar, July 10.
President Harrison, Dollar, July 24.

ALGIERS.

Nanking, Gilman, June 1.
Tamura, Gilman, July 1.
Peiping, Gilman, July 27.

AMOV.

Haiyang, Douglas, May 31.
Taishan, B. & S., June 1.
Santhia, M. M. & Co., June 2.
Haiching, Douglas, June 3.
Kaiyang, B. & S., June 4.
Anhui, B. & S., June 5.
Hosang, J. M. & Co., June 7.
Tsinan, B. & S., June 8.
Takada, M. M. & Co., June 13.
Kutsang, J. M. & Co., June 17.
Sirdhana, M. M. & Co., June 20.
Tilawa, M. M. & Co., June 24.
Talmu, M. M. & Co., July 28.

ANTWERP.

Bangalore, M. M. & Co., June 11.
Hakozaki Maru, N.Y.K., June 11.
Terukuni, N.Y.K., June 24.
Bhutan, M. M. & Co., July 9.
Soudan, M. M. & Co., August 6.

AUSTRALIAN PORTS.

Tanda, M. M. & Co., June 3.
President Cleveland, Dollar, June 11.
Changto, B. and S., June 21.
Idomenous, B. & S., June 22.
Atsuta Maru, N.Y.K., June 23.
President Taft, Dollar, June 25.
Nankin, M. M. & Co., July 2.
President Jefferson, Dollar, July 9.
Taiping, B. & S., July 12.
Nellore, M. M. & Co., July 30.

BALL.

Tijbadak, J.C.J.L., May 31.
Africa, Manners, June 1.
Australia, Manners, July 2.

BALTIMORE.

Laganbank, Bank Line, June 6.
Rhexenor, B. & S., June 11.
Bangkok, Kwei Yang, B. & S., June 2.
Hellas, Thoresen, June 12.
Bintang, Manners, June 14.

BANGKOK.

Kwaiyang, B. & S., June 2.
Hellas, Thoresen, June 12.
Bintang, Manners, June 14.

BARCELONA.

Coblenz, Melchers, June 1.
Nanking, Gilman, June 12.
Dakar Maru, N.Y.K., June 13.
Havelland, Jebson, June 16.
Nellous, B. & S., June 20.
Kulmerland, Jebson, June 23.
Pres. Polk, Dollar, June 26.
Fulda, Melchers, June 29.
Tamura, Gilman, July 1.
President Adams, Dollar, July 10.
Antiochus, B. & S., July 12.
Preussen, Jebson, July 12.

BATAVIA.

Tijbadak, J.C.J.L., June 7.
Idomenous, B. & S., June 22.

BEYROUTH.

Dakar Maru, N.Y.K., June 15.

BOMBAY.

Himalaya, Dodwell, June 1.
Kidderpore, M. M. & Co., June 1.
Ranchi, M. M. & Co., June 4.
Bangalore, M. M. & Co., June 11.
Kaga Maru, N.Y.K., June 11.
Pres. Garfield, Dollar, June 12.
Yamagata Maru, N.Y.K., June 14.
Ganga, Dodwell, June 15.
Naldera, M. M. & Co., June 18.
Pres. Polk, Dollar, June 26.
Col. Di Lana, Dodwell, July 2.
Kaisar-I-Hind, M. M. & Co., July 2.

BOSTON.

Laganbank, Bank Line, June 6.
Rhexenor, B. & S., June 11.
Pres. Garfield, Dollar, June 12.
Japanese Prince, Furness, June 25.
Malayan Prince, Furness, June 25.
Pres. Polk, Dollar, June 26.
President Adams, Dollar, July 10.
Phemius, B. & S., July 11.
President Harrison, Dollar, July 24.

BREMEN.

Coblenz, Melchers, June 1.
Saale, Melchers, June 14.
Fulda, Melchers, June 29.
Trave, Melchers, July 21.

BRINDISI.

Himalaya, Dodwell, June 1.
Ganga, Dodwell, June 13.
Col. Di Lana, Dodwell, July 2.
Gracovia, Dodwell, July 20.
Tergeste, Dodwell, August 3.

BRISBANE.

Tanda, M. M. & Co., June 3.
Changto, B. and S., June 21.
Atsuta Maru, N.Y.K., June 23.
Nankin, M. M. & Co., July 2.
Taiping, B. & S., July 12.
Nellore, M. M. & Co., July 30.

CAIRNS.

Changto, B. and S., June 21.
Taiping, B. & S., July 12.

CALCUTTA.

Kumsang, J. M. & Co., June 8.
Nagato Maru, N.Y.K., June 8.
Talmu, M. M. & Co., June 13.
Suiyang, J. M. & Co., June 13.
Santhia, M. M. & Co., June 25.
Penang, Maru, N.Y.K., June 25.
Takada, M. M. & Co., July 11.

CASABLANCA.

Bangalore, M. M. & Co., June 11.
Dioned, B. & S., June 14.
Saale, Melchers, June 14.
Gyrtan, M. M. & Co., July 9.
Achilles, B. & S., July 12.
Trave, Melchers, July 21.
Soudan, M. M. & Co., August 6.

CHERFOO.

Hopang, J. M. & Co., June 5.
Huiou, B. & S., June 7.
Chipsing, J. M. & Co., June 13.

COLOMBO.

Himalaya, Dodwell, June 1.
Kidderpore, M. M. & Co., June 1.
Ranchi, M. M. & Co., June 4.
Athos II, M.M., June 7.
Hector, B. & S., June 8.
Bangalore, M. M. & Co., June 11.
Hakozaki Maru, N.Y.K., June 11.
Kaga Maru, N.Y.K., June 11.
Yamagata Maru, N.Y.K., June 14.
Ganga, Dodwell, June 15.
Naldera, M. M. & Co., June 18.
D'Aragnan, M.M., June 21.
Terukuni, N.Y.K., June 24.
Pres. Polk, Dollar, June 26.
Col. Di Lana, Dodwell, July 2.
Kaisar-I-Hind, M. M. & Co., July 2.

COPENHAGEN.

Afrika, Manners, June 1.
Australia, Manners, July 2.

DAIREN.

Linn, B. & S., June 3.

DJIBOUTI.

Athos II, M.M., June 7.
Bangalore, M. M. & Co., June 11.
Hakozaki Maru, N.Y.K., June 11.
Terukuni, N.Y.K., June 24.
Bhutan, M. M. & Co., July 9.
Soudan, M. M. & Co., August 6.

EUROPE.

Pres. Garfield, Dollar, June 12.
Pres. Polk, Dollar, June 26.
President Adams, Dollar, July 10.
President Harrison, Dollar, July 24.

FOOCHOW.

Haiyang, Douglas, May 31.
Haiching, Douglas, June 3.
Yusang, J. M. & Co., June 3.
Hopang, B. & S., June 7.
Huichow, B. & S., June 7.
Chipsing, J. M. & Co., June 13.

GENOA.

Coblenz, Melchers, June 1.
Nanking, Gilman, June 12.
Dakar Maru, N.Y.K., June 13.
Havelland, Jebson, June 16.
Nellous, B. & S., June 20.
Kulmerland, Jebson, June 23.
Pres. Polk, Dollar, June 26.
Fulda, Melchers, June 29.
Tamura, Gilman, July 1.
President Adams, Dollar, July 10.
Antiochus, B. & S., July 12.
Preussen, Jebson, July 12.

GLASGOW.

Hector, B. & S., June 8.
Aeneas, B. & S., July 6.

HAIPHONG.

Kiayuan, B. & S., June 3.

HAMBURG.

Afrika, Manners, June 1.
Coblenz, Melchers, June 1.
Bangalore, M. M. & Co., June 11.
City of Derby, Bank Line, June 12.
Idomenous, B. & S., June 22.
Kulmerland, Jebson, June 25.
Fulda, Melchers, June 29.
Australia, Manners, July 3.
Bhutan, M. M. & Co., July 9.
Achilles, B. & S., July 12.
Preussen, Jebson, July 12.

HANKOW.

Agapenor, B. & S., June 5.

HAVRE.

Aeneas, B. & S., June 4.
Bangalore, M. M. & Co., June 11.
City of Derby, Bank Line, June 12.
Idomenous, B. & S., June 22.
Nellous, B. & S., June 20.
Agapenor, B. & S., July 1.
Agapenor, B. & S., July 1.

HONGKONG.

Hector, B. & S., June 8.
Aeneas, B. & S., July 6.

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Aeneas, B. & S., July 6.

HONGKONG.

Hector, B. & S., June 8.
Aeneas, B. & S., July 6.

HULL.

Bangalore, M. M. & Co., June 11.
Bhutan, M. M. & Co., July 9.
Soudan, M. M. & Co., August 6.

ISTANBUL (Constantinople).

Dakar Maru, N.Y.K., June 15.

ITALY.

Himalaya, Dodwell, June 1.
Ganga, Dodwell, June 13.
Col. Di Lana, Dodwell, July 2.
Gracovia, Dodwell, July 20.
Tergeste, Dodwell, August 3.

JAPAN PORTS.

Chichibu Maru, N.Y.K., June 1.
Fulda, Melchers, June 1.
Kaisar-I-Hind, M. M. & Co., June 2.

Santhia, M. M. & Co., June 2.
Empress of Canada, C.P.R., June 4.
Ixion, B. & S., June 4.
Hosang, J. M. & Co., June 5.
Phemius, B. & S., June 5.
Nankin, M. M. & Co., June 6.
Takiwa Maru, N.Y.K., June 6.
Andre Lebon, M.M., June 7.
Hiye Maru, N.Y.K., June 7.
Haruna Maru, N.Y.K., June 10.

Preussen, Jebson, June 12.
Trave, Melchers, June 14.
Glongarry, J. M. & Co., June 15.
Tatsuta Maru, N.Y.K., June 15.
Rajputana, M. M. & Co., June 18.
Takada, M. M. & Co., June 18.
Emp. of Russia, C.P.R., June 17.
Kutsang, J. M. & Co., June 17.
Felix Roussel, M.M., June 21.
Peiping, Gilman, June 21.
Tantulus, B. & S., June 24.
Soudan, M. M. & Co., June 29.
Mantua, M. M. & Co., June 30.
Sirdhana, M. M. & Co., June 30.
Empress of Japan, C.P.R., July 1.
Glenshane, J. M. & Co., July 3.
Heian Maru, N.Y.K., July 3.
Nellore, M. M. & Co., July 4.
G. Metzinger, M.M., July 5.
Bokuyo Maru, N.Y.K., July 7.

Preussen, Jebson, June 12.
Trave, Melchers, June 14.
Glongarry, J. M. & Co., June 15.
Tatsuta Maru, N.Y.K., June 15.
Rajputana, M. M. & Co., June 18.
Takada, M. M. & Co., June 18.
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Trave, Melchers, June 14.
Glongarry, J. M. & Co., June 15.
Tatsuta Maru, N.Y.K., June 15.
Rajputana, M. M. & Co., June 18.
Takada, M. M. & Co., June 18.
Emp. of Russia, C.P.R., June 17.
Kutsang, J. M. & Co., June 17.
Felix Roussel, M.M., June 21.
Peiping, Gilman, June 21.
Tantulus, B. & S., June 24.
Soudan, M. M. & Co., June 29.
Mantua, M. M. & Co., June 30.
Sirdhana, M. M. & Co., June 30.
Empress of Japan, C.P.R., July 1.
Glenshane, J. M. & Co., July 3.
Heian Maru, N.Y.K., July 3.
Nellore, M. M. & Co., July 4.
G. Metzinger, M.M., July 5.
Bokuyo Maru, N.Y.K., July 7.

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Preussen, Jebson, June 12.
Trave, Melchers

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SINJIANG"	On 31st May, 2 p.m.
SHANGHAI, CHEFOO & TIENTSIN	"YINGHONG"	On 1st June, 5 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 1st June, 5 p.m.
HOIHOW & BANGKOK	"KWEIYANG"	On 2nd June, 2 p.m.
SWATOW & SHANGHAI	"KUNGHOW"	On 3rd June, Noon
NEWCHOW & DALNY	"LINAN"	On 3rd June, 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 3rd June, 5 p.m.
AMOI & SHANGHAI	"KAYING"	On 4th June, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"ANHUI"	On 5th June, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 5th June, 5 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 5th June, 3 p.m.
FOOCHOW, WEIHAIWEI	"HUOHOH"	On 7th June, 8 a.m.
CHIEFOO & TIENTSIN	"SUIYANG"	On 7th June, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUINAN"	On 8th June, 5 p.m.
AMOI & SHANGHAI	"SUINAN"	On 8th June, 5 p.m.
FOOCHOW, WEIHAIWEI	"KUEIHOH"	On 18th June, 5 p.m.
CHIEFOO & TIENTSIN	"KUNGHOW"	On 17th June, 5 p.m.

SAILINGS SUBJECT TO ALTERATION.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.
Telephone 30351.
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.
BRITISH STEAMERS: CHANGTE TAIPING (SUNRISE)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SUGARON and STEWARDNESS CARRIAGE.
Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.
FIRST CLASS FARE TO SYDNEY, 27s RETURN.
LONDON (via Australia) from 213s-15s.

STEAMER	Days Hong Kong	Leave Hong Kong	Leave Manila	Days Sydney
CHANGTE	10th June	31st June	10th July	10th Aug.
TAIPING	12th July	23rd Aug.	25th Sept.	11th Oct.
CHANGTE	12th Aug.	23rd Sept.	25th Oct.	9th Nov.
TAIPING	13th Sept.	24th Oct.	26th Nov.	10th Dec.

AUSTRALIAN-ORIENTAL LINE, LIMITED.
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "AFRIKA"

on or about 1st JUNE, 1932

For SINGAPORE, PORT SAID, MARSEILLES, DUNKIRK, ROTTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:	SAILING LIST.	CONTINENT, ETC.
M.S. "Afrika"	1st June	1st June
M.S. "Touking"	25th June	25th June
M.S. "Australia"	9th June	2nd July
M.S. "Danmark"	28th June	8th Aug.
M.S. "Java"	28th July	30th Aug.

Optional Bills of Lading issued to United Kingdom Ports

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels.

M.S. "MUINAM," M.S. "BINTANG"

via "Bintang" to Bangkok via Hoihow

Leaving here on or about 14th JUNE, 1932. Due at Bangkok on or about 19th JUNE, 1932.

For further particulars, please apply to—

JOHN MANNERS & CO. LTD.

Telephone 24971. Agents. MERCHANT BANK BUILDING

PRINCE LINE

FREQUENT SERVICE

TO

BOSTON AND

NEW YORK

CALLING AT NAPLES

"JAPANESE PRINCE" ... June 13th

"MALAYAN PRINCE" ... June 26th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates

For Passage Rates, Freight, etc., apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain.)

Telephone: 23165. King's Building. Telegrams: Furprince.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailing subject to alteration without notice.

FOR SWATOW, AMOI & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)

HAIYANG ... Tuesday, the 31st May, at 2 p.m.

HAICHING ... Friday, the 3rd June, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blaise Pier) Round Trip Tickets will be issued from Hong Kong to Foonchow (Pagoda Anchorage) and Return by the same Steamer at the Reduced Rate of \$109.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.

General Managers.

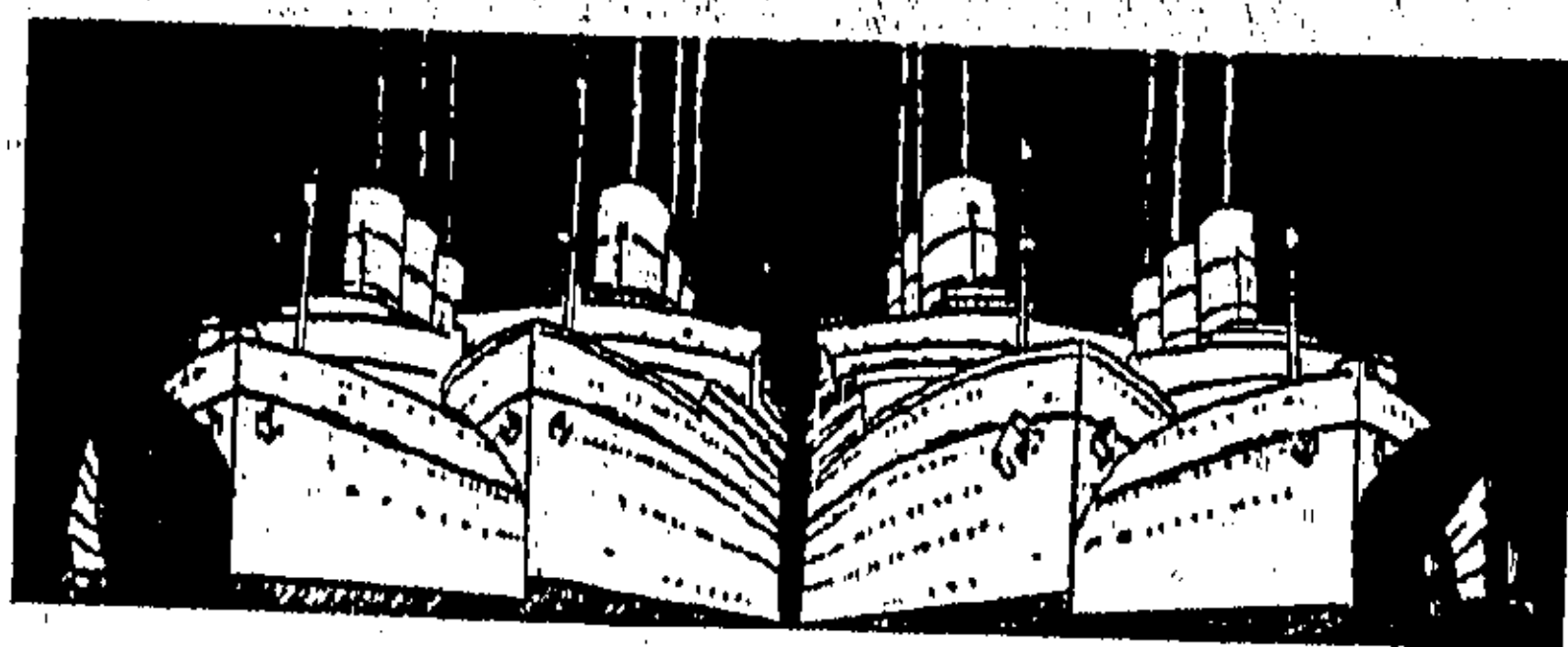
ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

MAY 29, 1932.													MAY 30, 1932.												
STAT ON	Hour after Midnight	Barometer at Sea Level		Temperature	Visibility	Direction	Force (knots)	Wind (knots)	Weather (clouds)	Hour after Midnight	Barometer at Sea Level		Temperature	Visibility	Direction	Force (knots)	Wind (knots)	Weather (clouds)							
		Inches	Milli.								Inches	Milli.													
Wladivostok	12	29.80	766.9	84	...	N	6	b	6	29.98	760.1	54	...	SE	4	b	6	...							
Nemuro	11	29.87	753.5	...	...	SE	1	...	5	29.90	759.5	...	...	WNW	1	...	...	...							
Hakodate	...	29.97	753.9	...	...	W	1	...	...	29.95	761.5	...	...	NW	1	...	...	...							
Tokio	...	29.82	757.5	...	...	SSE	1	...	...	30.04	763.0	...	...	NNW	1	...	...	...							
Kochi	...	29.82	757.5	...	...	NW	1	...	...	30.06	764.0	...	...	SW	1	...	...	...							
Nagasaki	...	29.90	759.5	...	...	NW	2	...	...	30.06	763.5	...	...	...	0	...	...	...							
Kagoshima	...	29.88	759.0	...	...	WNW	1	...	...	30.04	763.0	...	...	...	0	...	...	...							
Oshima	...	29.90	759.5	...	...	N	1	...	...	29.98	761.5	...	...	S	1	...	...	...							
Naha	...	29.90	759.5	...	...	NNE	3	...	...	29.94	760.5	...	...	NE	1	...	...	...							
Ishigakijima	...	29.88	758.0	...	...	NE	...	...	...	29.90	759.5	...	...	ENE	...	...	...	...							
Bonin Island	...	29.86	758.5	...	...	WSW	2	...	...	29.94	760.5	...	...	...	...	...	...	...							
Chetoo	15	29.57	743.8	81	...	E	1	b	6	29.88	759.0	70	4	SW	4	b	6	...							
Shanghai	14	30.03	762.4	79	...	ESE	1	b	6	30.03	762.8	63	4	SE	2	...	...	...							
Gutzlaff	...	30.10	764.5	72	6	...	0	b	6	30.09	764.3	65	6	SSE	2	...	...	...							
Wenchow	...	29.98	761.5	70	...	NNE	2	...	7	29.96	761.0	68	6	...	...	...	...	...							
Foochow	...	29.91	759.7	76	6	ENE	3	...	6	29.94	760.5	70	6	NE	2	...	...	...							
Amoy	...	29.93	760.2	77	...	NE	3	...	6	29.95	760.6	72	...	NE	2	...	...	...							
Swatow	...	29.93	760.2	77	...	E	4	...	6	29.99	759.3	70	...	E	2	...	...	...							
Taihouku	11	29.98	760.2	74	...	E	4	...	6	29.91	759.6	74	...	...	0	...	...	...							
Taihu	...	23.84	759.0	86	...	NW	2	b	6	29.89	758.8	74	...	NNE	2	b	6	...							
Tainan	...	29.85	758.2	88	...	NW	2	b	6	29.86	758.5	77	...	...	0	...	...	...							
Koshun	...	29.84	758.1	85	...	E	2	b	6	29.86	758.8	77	...	NNE	4	...	...	...							
Pescadores	...	29.83	757.9	81	...	NNE	4	...	6	29.84	757.9	75	...	E	4	...	...	...							
Hong Kong	14	29.81	757.2	80	...	NNE	4	...	6	29.84	757.9	75	...	E	4	...	...	...							
Gap Rock	...	29.81	757.2	80	...	NNW	1	b	6	29.84	757.9	75	...	ENE	5	...	...	...							
Macao	...	29.79	756.8	83	...	ESE	2	b	6	29.81	757.2	72	4	...	...	...	...	...							
Hoihow	...	29.83	757.6	81	...	...	0	c	6	29.88	757.7	83	...	E	2	...	...	...							
Pratas Island	...	29.83	757.6	81	...	WNW	4	...	7	29.89	759.2	73	...	ENE	1	...	...	...							
Phulien	19	29.83	757.8	83	...	NNW	2	b	6	29.80	758.9	75	...	...	0	...	...	...							
Tourane	...	29.85	758.0	88	...	S	8	...	...	29.88	758.8	77	...	WSW	1	...	...	...							
Cape St. James	...	29.82	757.4	79	...	NNE	4	...	6	29.84	757.9	75	...	S	2	...	...	...							
Basco	14	29.80	757.0	81	...	N	4	...	...	29.84	757.9	75	...	...	0	...	...	...							
Apurri	...	29.78	756.3	81	...	N	4	...	...	29.83	757.7	78	...	...	0	...	...	...							
Taguegano	...	29.78	756.5	81	...	WSW	4	...	...	29.82	757.3	79	...	...	0	...	...	...							
Vigan	...	29.78	756.3	84	...	W	2	...	...	29.86	758.4	77	...	...	0	...	...	...							
Manila	...	29.79	756.6	84	...	NE	2	...	...	29.80	757.0	77	...	...	0	...	...	...							
Legaspi	...	29.80	757.0	85	...	SW	2	...	...	29.81	757.2	76	...	...	0	...	...	...							
Calbayog	...	29.83	757.8	79	...	E	4	...	...	29.81	757.2	76	...	NW	2	...	...	...							
Tacloban	...	29.78	756.4	88	...	NNE	6	...	...	29.88	757.6	77	...	...	0	...	...	...							
Cebu	...	29.78	756.4	88	...	SSW	2	...	...	29.81	757.2	76	...	...	0	...	...	...							
Surigao	...	29.80	757.0	77	...	...	0	r	...	29.79	756.7	79	...	...	0	...	...	...							
Saipan	11.00	29.81	757.2	...	...	E	4	b	6	29.84	758.0	...	...	...	0	...	...	...							
Guam	12.22	29.81	757.2	...	...	ENE	4	b	6	29.89	758.9	...	...	...	0	...	...	...							
Yap	11.00	29.85	759.2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							
Palau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							
Labuan	14	29.94	760.4	86	...	NE	4	b	6	29.90	759.4	76	...	SE	4	...	...	...							

May 30d. 10h. 54m.—The anticyclone has moved eastward and now covers Japan. An area of relatively low pressure extends from Indo-China across the Philippines to the Pacific.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.68 inch. Total since January 1, 10.94 inches, against an average of 22.89 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MAY 31.

DISTRICT.	FORECAST.
A.—Shanghai to Turnabout!	S.E. winds, moderate; cloudy.
B.—Turnabout to Hong Kong	N.E. winds, moderate; cloudy.
C.—Hong Kong to Gap Rock	E. winds, moderate; cloudy, occasional rain, probably improving
D.—Hong Kong to Hainan Straits	
E.—North China Sea	



ARISTOCRATS OF THE PACIFIC "EMPRESSES"

Offer the Utmost in
SPEED—SIZE—SPACE—LUXURY
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Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Emp. of Canada	June 3	June 8	June 10	June 12	June 15	June 18
Emp. of Russia	June 17	June 20	June 22	June 24	June 27	June 30
Emp. of Japan	July 1	July 4	July 6	July 8	July 11	July 14
Emp. of Asia	July 16	July 19	July 21	July 23	July 26	July 29
Emp. of Canada	Aug. 1	Aug. 3	Aug. 5	Aug. 7	Aug. 10	Aug. 13
Emp. of Russia	Aug. 12	Aug. 15	Aug. 17	Aug. 19	Aug. 22	Aug. 25
Emp. of Japan	Aug. 26	Aug. 29	Aug. 31	Sept. 2	Sept. 5	Sept. 8
Emp. of Asia	Sept. 9	Sept. 12	Sept. 14	Sept. 16	Sept. 19	Sept. 22

HONG KONG—MANILA

EMPRESS OF RUSSIA ... June 8
EMPRESS OF JAPAN ... June 26

REDUCED FARES TO EUROPE

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£70 Tourist Pacific and Atlantic.
£71 Tourist Pacific—Duchess Atlantic.
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EXCEPTIONALLY LOW SUMMER EXCURSION

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THE WORLD'S LARGEST TRAVEL SYSTEM.



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CHIEHIBU MARU ... Wednesday, 1st June
YATSUTA MARU ... Wednesday, 15th June

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIYE MARU ... Tuesday, 7th June
EBIAN MARU ... Sunday, 3rd July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo & Suez.
HAKOZAKI MARU ... Saturday, 11th June
TERUKUNI MARU ... Friday, 24th June

SYDNEY & MELBOURNE via Manila & Port.

ATSUTA MARU ... Saturday, 25th June
KAMO MARU ... Saturday, 23rd July

BOMBAY via Singapore, Penang & Colombo

KAGA MARU ... Saturday, 11th June
YAMAGATA MARU ... Tuesday, 14th June

SOUTH AMERICA (West Coast) via Japan, Honolulu

Los Angeles, Mexico and Panama.
BOKUYO MARU ... Tuesday, 7th July

NEW YORK, BOSTON via PANAMA

LIVERPOOL via Saigon, Port Said, Beyrouth, Istanbul,
Piraeus, Genoa, Marseilles & Valencia
+ DAKAR MARU ... Wednesday, 15th June

CALCUTTA via Singapore, Penang & Rangoon.

+ NAGATO MARU ... Wednesday, 8th June
+ PENANG MARU ... Wednesday, 29th June

Kobe & YOKOHAMA

+ TOKIWA MARU (Call Shanghai) ... Monday, 6th June
+ HARUNA MARU (Call Shanghai) ... Friday, 10th June
+ KAMO MARU (Nagasaki direct) ... Friday, 17th June

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To MARSEILLES via Saigon, Singapore,
Penang, Colombo, Djibouti (Aden),
Suez, Port-Said.
To Yokohama via Shanghai and
Kobe.

ATHOS II ... 7th June	ANDRE LEBON ... 7th June
D'ARTAGNAN ... 31st June	FELIX ROUSSEL ... 21st June
ANDRE LEBON ... 5th July	G. METZINGER ... 5th July
FELIX ROUSSEL ... 19th July	PORTHOS ... 19th July
G. METZINGER ... 2nd Aug.	CHENONOEUX ... 2nd Aug.
PORTHOS ... 16th Aug.	ATHOS II ... 16th Aug.
CHENONOEUX ... 30th Aug.	D'ARTAGNAN ... 30th Aug.

We can issue Through Tickets to Egypt, Straits Ports, East Africa,
Madagascar by Transshipment on our Mail Steamers at Port-Said, or Dar-dou,
For DUNKIRK via Haiphong, Oran, Le Havre, etc.
For Full Particulars, apply to—
Messageries Maritimes,
Telephone 16621. 3, QUEEN'S BUILDING.

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 8,532 TONS.
THROUGH CARGO
22,472 TONS.

The returns, shown at the Har-
bour Office, of vessels carrying cargo
to the Colony during the 24 hours
ended at 9 a.m. yesterday were:—

Cargo for Through
H.K. Ports.

British ... 6,238
Glasgow 1,152

Rhutan, London 1,800 230

Mirzapore, Bombay 225 2,400

Yatsing, Taingtau 423 1,476

Haiyang, Foochow 350 —

Dutch, Tjibadak, Shanghai 1 400

Sirabang, Samarinda — 2,000

Norwegian, Hella, Bangkok 1,700 —

French, Taipeisek, Port Bayard 630 —

Japanese, Chiehibu, Manila 9 190

Hise Maru, Seattle 80 —

Takashima Maru, Yokohama 187 3,308

Hakodate Maru, Chulcutta 401 7,124

Dairan Maru, Keelung 1,519 —

Chinese, Stanley, Swabue 55 —

Total ... 8,532 22,472

ASIATIC DECK PASSENGERS.

The following vessels brought
Asian deck passengers into the
Colony during the 24 hours ended
at 9 a.m. yesterday:—

Aeneas (British) ... 28

Yatsing (British) ... 8

Haiyang (British) ... 225

Tjibadak (Dutch) ... 334

Hella (Norwegian) ... 12

Taipeisek (French) ... 150

Stanley (Chinese) ... 113

Total ... 874

ARRIVALS AND DEPARTURES.

The arrivals and departures dur-
ing the period under review were:—

Arr. Dep.

British ... 7 6

Dutch ... 2 0

Norwegian ... 2 2

French ... 2 0

Japanese ... 5 3

Chinese ... 1 1

Danish ... 0 1

Total ... 19 15

SHIPS IN HARBOUR.

The following merchant vessels
were in harbour yesterday:—

Wharves.

Kowloon.—Mirzapore, Chiehibu

Maru.

Holla's.—Aeneas.

China Merchants.—Taipeisek.

Jardine, Matheson's.—Yatsing.

O.S.K.—Hizan Maru.

Quarry Bay.—Apoc, Weinbank.

Docks.

Kowloon.—Yuen Jeng, Limchow,

Haining, Venezia.

Taikoo.—Néwehwan, Kronviken,

Wing Lee, Kinchow, Suinyang,

Chien Chow, Breiviken.

Cosmopolitan.—Dary.

Buoys.

No. A2.—Tjibadak.

No. A3.—Tokushima Maru.

No. A5.—Ixion.

No. A7.—Hise Maru.

No. B3.—Kweiyaag.

No. B8.—Michael Jensen.

No. B11.—Helikon.

No. B12.—Tsang Woo.

No. B15.—Kiangsu.

No. B17.—Fingal.

No. B19.—Sagres.

No. B20.—Taiyuan.

No. B25.—Dairen Maru.

No. C1.—Hiram.

WARSHIPS IN PORT.

The following warships were in
port yesterday:—

Basin.—Tamar.

South Wall.—Veteran.

East Wall.—Cienla, Seamew.

North Wall.—Whitshed Verity.

North Arm.—Wild Swan.

West Wall.—Cornwall.

Dock.—Orpheus, Sandwich.

Foreign.—U.S. Aux. Gold Star.

French river gunboat Argus

ARRIVALS.

May 28.

Bhutan, British str., 9,943 tons,
Capt. J. Laurie, from Singa-
pore, Kowloon Wharf.—M.M. &
Co.

May 29.

Aeneas, British str., 6,236 tons,
Capt. W. K. Wallace, from
Singapore, Holt's Wharf.—B.
& Co.

Hakodate Maru, Japanese str., 3,226
tons, Capt. S. Hirose, from
Singapore, Kowloon Wharf.—
N.Y.K.

Hiye Maru, Japanese str., 6,818
tons, Capt. S. Takahashi, from
Shanghai, buoy No. A7.—N.Y.K.

Mirzapore, British str., 4,153 tons,
Capt. W. D. C. Smith, from
Singapore, Kowloon Wharf.—
M.M. & Co.

Snestad, Norwegian str., 2,435 tons,
Capt. H. Anderson, from Onaka,
Stonecutters Anchorage.—Thore-
sen & Co.

Szechuen, British str., 1,304 tons,
Capt. Bayling, from Canton,
buoy No. B9.—B. & S.

Tai Poek, French str., 1,219 tons,
Capt. M. Paul, from Kwong
Chow Wan, C.M.S.N. Wharf.—
Wo Hop & Co.

Tjibadak, Dutch str., 7,803 tons,
Capt. J. Blankert, from Amoy,
buoy No. A2.—J.C.J.L.

Yatsing, British str., 1,424 tons,
Capt. R. H. T. Hopkins, from
Swatow, West Point Wharf.—
J. M. & Co.

May 30.

Anhui, British str., 2,080 tons,
Capt. R. Ashby, from Hoihow,
buoy No. B9.—B. & S.

Chiehibu Maru, Japanese str., 10,283
tons, Capt. Y. Arakida, from
Manila, Kowloon Wharf.—
N.Y.K.

City of Elwood, American str., 3,822
tons, Capt. L. B. Adams, from
Manila, buoy No. A2.—States &
Co.

Himalaya, Italian str., 3,904 tons,
Capt. R. Sincich, from Shang-
hai, buoy No. A8.—Dodwell &
Co.

Sinabang, Dutch str., 1,010 tons,
Capt. C. A. J. Pols, from
Samarinda, Yaumati Anchor-
age.—J.C.J.L.

Tokushima Maru, Japanese str.,
3,702 tons, Capt. T. Taniguchi,
from Sakito, buoy No. A3.—
N.Y.K.

CLEARANCES.

May 30.

Aeneas, for Shanghai.

Anhui, for Swatow.

Himalaya, for Saigon.

Hiran, for Swatow.

Hydrangea, for Swatow.

Linan, for Canton.

Mirzapore, for Shanghai.

Sungshu Maru, for Canton.

Taiyuan, for Canton.

Team, for Foochow.

Tokushima Maru, for Singapore.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF DERBY" ... Harb., Havre, London, Rotterdam & Hamburg ... 12th June

S.S. "CITY OF PERTH" ... Harb., London, Rotterdam & Hamburg ... 15th July

NEW YORK, BOSTON & BALTIMORE—AMERICAN AND MARCHANDISE LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE

S.S. "LAGANBANK" ... 8th June

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... 25th July

Looking for Mauritius, Réunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),
Mossel Bay and Capetown.

SAILING SUBJECT TO ALTERATION WITHOUT NOTICE.

ALSO AGENTS FOR

KLAVENESS LINE

(PACIFIC COAST—ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES, (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. "NANSEVILLE" ... Leave Hongkong 24th June

Issuing through DeLading to GULF & ATLANTIC COAST with transshipment at Los Angeles by first opportunity.

LIMITED PASSENGER ACCOMMODATION AVAILABLE.

For Freight or Passage on any of the above line apply to—

THE BANK LINE, LTD.
Telephone 27791.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, SUMBA, OBYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GIBRALTAR, LEBANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
*KIDDERPORE	5,300	1st June, 4 p.m.	Straits, Colombo & Bombay.
*BANGALORE	17,000	4th June	Bombay, Marseilles and London.
*NADDERA	16,000	11th June	Bombay, Marseilles and London.
*KALKA-I-HIND	16,000	18th June	Bombay, Marseilles and London.
*BHUTAN	6,000	2nd July	Bombay, Marseilles and London.
*BAJPUTANA	17,000	9th July	Bombay, Marseilles and London.
*MANFUA	11,000	16th July	Bombay, Marseilles and London.
*SOUDAN	8,800	30th July	Bombay, Marseilles and London.
*RAWALPINDI	17,000	6th Aug.	Bombay, Marseilles and London.
*BANGALORE	17,000	13th Aug.	Bombay, Marseilles and London.
*BURDWAN	6,000	27th Aug.	Bombay, Marseilles and London.
*MALWA	11,000	3rd Sept.	Bombay, Marseilles and London.
*RANORI	17,000	10th Sept.	Bombay, Marseilles and London.
*SOMALI	6,800	24th Sept.	Bombay, Marseilles and London.
*CARPAGE	14,000	1st Oct.	Bombay, Marseilles and London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
Frequent connections from Port Said for Passengers and Cargo to Con-
stantinople, Piraeus, Smyrna, and other Levant Ports by steamers of
the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
*TALMA	10,000	13th June	Singapore, Penang & Calcutta
*SANTIA	8,000	18th June	do.
*TAKADA	7,000	11th July	do.

* Calls Port Swettenham.
B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd
class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
*TANDA	7,000	3rd June, 11 a.m.	Manila, Rabaul, Brisbane, Sydney and Melbourne.
*NANKIN	7,000	2nd July	do.
*NELLORE	7,000	30th July	do.

THE NATIONAL COMMERCIAL & SAVINGS BANK, LTD.

(Established 1921)
Head Office:
144-150, Des Voeux Road, Central,
Hong Kong.

Branches and Agencies:
Canton, Hankow, Shanghai, Tientsin, Singapore,
Macao, Swatow, Wuchow, Kowloon, Chungking, etc.

Authorized Capital HK\$5,000,000.00
Paid-up Capital HK\$2,572,000.00
Reserve Fund HK\$10,000,000.00
Total Resources HK\$18,468,450.57

Every description of Banking and
Exchange Business transacted.
Safe Deposit Boxes to let at a yearly
rental from \$5.00 to \$25.00.
Current and Savings Accounts
opened and Fixed Deposits required
on terms which will be quoted on
application.
WONG KWOK SHUEN,
Chief Manager.

NEDERLANDSCH INDISCHE HANDELSBANK, N.V.

(NEDERLANDS INDIA COMMERCIAL BANK)
Established 1863 at Amsterdam.

Authorized Capital Gldrs 100,000,000.00
Paid-up Capital Gldrs 55,000,000.00
Reserve Fund Gldrs 29,000,000.00

Head Office:—AMSTERDAM.
Head Office for Asia:—BATAVIA.

Branches in Dutch East Indies,
India, Singapore, China and Japan.
Every description of Banking
and Exchange business transacted.
Current Accounts, Deposits, etc.

C. E. ENDERT,
Manager.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$20,000,000
Reserve Funds:—
Sterling \$5,000,000
Silver \$10,000,000
Reserve Liability of Pro-
prietors \$30,000,000

Head Office: Hong Kong.
Board of Directors:
Hon. Mr. J. J. PATTERSON, Chairman.
T. E. FRANCH, Esq., Deputy Chairman.
Hon. Mr. W. H. Bell,
A. H. Compton, Esq.,
M. T. Johnson, Esq.,
G. Miskin, Esq.,
J. A. Plummer, Esq.,
T. H. R. Shaw, Esq.,
J. P. Warren, Esq.,
Chief Manager: V. M. GRAYBURN, Esq.

Branches:—
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Chefoo, Colombo, Dairen, Fockchow, Haiphong, Hankow, Harbin, Hongkong, Kowloon, London, Lyons, Malacca, Manilla, Peking, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

CURRENT ACCOUNTS opened in
LOCAL CURRENCY and FIXED DE-
POSITS received for one year or
shorter periods in Local Currency
and STERLING on terms which will
be quoted on application.
Hong Kong, 5th April, 1932. [25]

HONG KONG SAVINGS BANK.

THE Business of the above Bank
is conducted by the HONG
KONG & SHANGHAI BANKING
CORPORATION. Rules may be ob-
tained on application. For the
HONG KONG & SHANGHAI
BANKING CORPORATION,
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 27th Feb., 1932. [19]

THE CHASE BANK.

4, QUEEN'S ROAD CENTRAL.
HEAD OFFICE:
18, FINE STREET,
NEW YORK

An American Bank offering complete
Foreign Banking Service in the
principal Markets of the world.
Interest Rates on Application.

This Bank is entirely owned by THE
CHASE NATIONAL BANK, New
York, with Resources over U.S.
\$2,500,000,000.

D. L. BALLANTYNE,
Acting Manager

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ, N.V.

(NEDERLANDS TRADING SOCIETY.)
BANKERS
Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD
CENTRAL.
Authorized Capital Gldrs 150,000,000.
Paid-up Capital Gldrs 90,000,000.
Reserve Fund Gldrs 40,000,000.

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.

Branches:—Batavia, Bandoeng, Bencoolen,
Bombay, Calcutta, Canton, Cebu, Hongkong,
Kobe, London, Lyons, Manilla, Peking,
Singapore, Soerabaya, Swatow, Tientsin,
Yokohama.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every descrip-
tion transacted.

A. STOKRINK,
Manager.
Hong Kong, 1st Dec., 1931. [30]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.
Hong Kong Currency.
Authorized Capital \$11,000,000
Paid-up Capital \$9,000,000
Reserve Fund \$1,000,000

Branches:—
Canton, Shanghai, Hankow,
Swatow, Bangkok, New
York and San Francisco.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents
all Principal Cities of the World.
Foreign
Exchange and Banking
Business of every description
transacted.

Safe Deposit Boxes (various sizes)
at a Yearly Rental of from 25 to
\$40.
LOOK POONG SHAN,
Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER,
1858.
Head Office: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £3,000,000
Reserve Liability of Pro-
prietors £3,000,000

Agencies and Branches:—
ALOR STAR, AMSTERDAM, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CAYENNE, CEBU, COLOMBO, DELHI, HAIPHONG, HANKOW, HONG KONG, KOWLOON, KUALA LUMPUR, LONDON, LYONS, MANILA, MEDAN, NEW YORK, PEKING, PING PONG, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General
Banking Business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for one
year or shorter periods at rates
which will be quoted on applica-
tion.

J. STUART,
Manager.
Hong Kong, April 9, 1932. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).
Princes Building, Chater Road,
Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid-up Frs 50,000,000
Special Working Capital 50,000,000
Reserves 33,337,000

Branches:—
Paris, Lyon, Marseille, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Vinh, Pnom Penh, Peiping, Shanghai, Tientsin, Hong Kong.

BANKERS:
France: Banque de Paris et des
Pays Bas, Société Générale.
London: Midland Bank, Ltd.
New York: Irving Trust Co., Banca
Commerciale Italiana.
San Francisco: Bank of America,
National Trust and Savings Asso-
ciation.

Every description of Banking and
Exchange Business transacted.
Correspondents throughout the
World.

A. E. BRUSSET,
Acting Manager.
Hong Kong, 9th March, 1932.

BANK OF CHINA.

Reorganized October 26, 1929, under
special charter of The National
Government as an
INTERNATIONAL EXCHANGE
BANK.

Subscribed Capital \$25,000,000.00
Paid-up Capital \$24,710,200.00
Reserve Funds \$3,850,503.83

HEAD OFFICE:—SHANGHAI.
Hong Kong Branch:
4, Queen's Road Central.

Owing to our numerous branches
in China and large connections in
the important commercial centres of
the world, we are able to extend to
our clients special facilities for
domestic and foreign banking and
exchange.

We also handle the issue of Bonds
and other Public Funds of the
Chinese Government both at home
and abroad.

SHOU J. CHEN,
Manager.

THE HO HONG BANK, LTD.

(Established 1917).
HEAD OFFICE:—SINGAPORE.
Hong Kong Office:—13, QUEEN'S RD. C.

Authorized Capital Straits \$50,000,000
Issued \$20,000,000
Paid-up \$10,000,000
Reserve Liabilities \$4,000,000
Surplus \$2,837,000

Branches, Agencies and Corres-
pondents in the principal cities of
the world.
Every description of Banking and
Exchange business transacted.

TAN ENG HOON,
Manager.

THE BANK OF EAST ASIA, LTD.

ESTABLISHED 1918.
HEAD OFFICE:
10, Des Voeux Road, Central,
HONG KONG.

CAPITAL AND SURPLUS OVER H. \$8,000,000.00
TOTAL RESOURCES OVER H. \$30,000,000.00

Every description of Banking Accounts and Exchange business
transacted.

Current and Fixed Deposit Accounts in Local and Foreign
currencies opened for Clients.

Savings Account and Safe Deposit Boxes.

Branches and Agencies all over the world.

KAN TONG PO,
Chief Manager

THE AMERICAN EXPRESS COMPANY, INC.

Head Office:
35, Broadway, New York.

Capital U.S. \$5,000,000
Surplus U.S. \$1,572,545
Reserves U.S. \$1,803,208

BRANCHES:—
Amsterdam, Antwerp, Athens, Barcelona, Batavia, Bombay, Calcutta, Canton, Cebu, Chicago, Hongkong, Kobe, London, Lyons, Manilla, Mexico, Moscow, New York, Peking, San Francisco, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Branches of AMERICAN EXPRESS
Company in Principal Cities of
United States of America and
Canada.

All classes of Commercial Bank-
ing Transactions undertaken.

Personal investment accounts
handled.

The Company offers to intending
travellers the use of its "Travelers
Cheques" and Letters of Credit
and, in addition, the world wide
services of its thoroughly equipped
Travel Department.

E. W. DUGGAN,
Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London,
E.C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,000,000
Reserve Fund and Rest £1,217,937

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

Branches:—
Batavia, Bencoolen, Bandoeng, Bombay, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

HONG KONG BRANCH:
Every description of Banking and
Exchange Business transacted.
Travellers Cheques issued.
Trusts and Executorships under-
taken.

Interest allowed on Current Ac-
counts and Fixed Deposits at Rates
that may be ascertained on applica-
tion.

J. B. ROSS,
Manager.

7, Queen's Road Central,
Hong Kong, 7th April, 1932. [20]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund Yen 117,300,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:
Alexandria, Amoy, Anker, Batavia, Berlin, Bencoolen, Bandoeng, Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manilla, Peking, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Authorized Capital Straits \$50,000,000
Issued \$20,000,000
Paid-up \$10,000,000
Reserve Liabilities \$4,000,000
Surplus \$2,837,000

Branches, Agencies and Corres-
pondents in the principal cities of
the world.
Every description of Banking and
Exchange business transacted.

TAN ENG HOON,
Manager.

FOREIGN MAILS

Letters and postcards for Europe and South America are forwarded
"via cables" if so superimposed.

INWARD MAILS.

From	Per	Due
BATAVIA	Tysoedens	31st May
JAPAN	Tanda	31st May
SHANGHAI	Amoy	1st June
CALCUTTA AND STRAITS	Amoy	1st June
AMOT and SWATOW	Amoy	1st June
MANILA	Amoy	1st June
AMOT via SWATOW (Letters and Papers)	Amoy	1st June
London, 5th May and Parcelle	Amoy	1st June
28th April	Amoy	1st June
SHANGHAI and EUROPE via SIBERIA	Amoy	1st June
(London, 9th May)	Amoy	1st June
U.S.A., CANADA, JAPAN and SHANGHAI	Amoy	1st June
(Seattle, 14th May)	Amoy	1st June
JAPAN and SHANGHAI	Amoy	1st June
CALCUTTA AND STRAITS	Amoy	1st June
AUSTRALIA and MANILA	Amoy	1st June
JAPAN	Amoy	1st June
JAPAN and SHANGHAI	Amoy	1st June
SAIGON	Amoy	1st June
CANADA, U.S.A., JAPAN and SHANGHAI	Amoy	1st June
(Vancouver, B.C., 21st May)	Amoy	1st June
JAPAN and SHANGHAI	Amoy	1st June
AUSTRALIA and MANILA	Amoy	1st June
U.S.A., HONOLULU, JAPAN and SHANGHAI	Amoy	1st June
(San Francisco, 18th May)	Amoy	1st June
U.S.A., HONOLULU, JAPAN and SHANGHAI	Amoy	1st June
(San Francisco, 20th May)	Amoy	1st June

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes
earlier than the time given below unless otherwise stated, and
where mails are advertised to close at or before 9 a.m. registered
and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
*Manila, Makassar and Sourabaya	Tysoedens	Tuesday, 31st, 9.30 a.m.
Swatow, Amoy and Kowloon	Amoy	1.00 p.m.
Straits and Calcutta	Amoy	1.30 p.m.
Fort Bayard	Amoy	1.30 p.m.
Manila	Amoy	1.30 p.m.
Swatow	Amoy	1.30 p.m.
Shanghai, Japan, Honolulu, U.S.A.	Amoy	1.30 p.m.
*Canada, U.S.A. and S. America, and	Amoy	1.30 p.m.
*EUROPE via San Francisco	Amoy	1.30 p.m.
due San Francisco, 22nd June and	Amoy	1.30 p.m.
*EUROPE via Siberia	Amoy	1.30 p.m.
Amoy	Amoy	1.30 p.m.
Amoy	Amoy	1.30 p.m.
Amoy and Formosa via Swatow	Amoy	1.30 p.m.
Straits	Amoy	1.30 p.m.
Haiphong and Bangkok	Amoy	1.30 p.m.
Swatow	Amoy	1.30 p.m.
Manila, Bencoolen, Bandoeng and New Zealand	Amoy	1.30 p.m.
due via Brisbane—due Brisbane, 20th	Amoy	1.30 p.m.
June	Amoy	1.30 p.m.
Shanghai, Japan, Honolulu, Canada,	Amoy	1.30 p.m.
U.S.A., Central and South America,	Amoy	1.30 p.m.
*EUROPE via Vancouver H.O.,	Amoy	1.30 p.m.
due Vancouver B.C., 21st June and	Amoy	1.30 p.m.
*EUROPE via Siberia	Amoy	1.30 p.m.
Holhow, Pakhoi and Haiphong	Amoy	1.30 p.m.
Swatow, Amoy and Kowloon	Amoy	1.30 p.m.
Japan, Canada, *U.S.A., *Central and *S.	Amoy	1.30 p.m.
America and *EUROPE via Victoria	Amoy	1.30 p.m.
B.C.—due Victoria B.C., 27th June	Amoy	1.30 p.m.
Straits, Ceylon, India, Mauritius, East	Amoy	1.30 p.m.
and South Africa, Aden, Egypt and	Amoy	1.30 p.m.
EUROPE via Marseilles—due Mar-	Amoy	1.30 p.m.
seilles, 1st July	Amoy	1.30 p.m.
Amoy	Amoy	1.30 p.m.
Manila	Amoy	1.30 p.m.
Shanghai and *EUROPE via Siberia	Amoy	1.30 p.m.
Bangkok via Swatow	Amoy	1.30 p.m.
Swatow, Amoy and Formosa	Amoy	1.30 p.m.
Australia and New Zealand via Brisbane	Amoy	1.30 p.m.
—due Brisbane, 18th June	Amoy	1.30 p.m.
Straits, Ceylon, India, Mauritius, East	Amoy	1.30 p.m.
and South Africa, Aden, Egypt and	Amoy	1.30 p.m.
*EUROPE via Marseilles—due Mar-	Amoy	1.30 p.m.
seilles, 8th July	Amoy	1.30 p.m.
Shanghai, Japan and *EUROPE via Siberia	Amoy	1.30 p.m.
Straits, Ceylon, India, Mauritius, East	Amoy	1.30 p.m.
and South Africa, Aden, Egypt and	Amoy	1.30 p.m.
*EUROPE via Marseilles—due Mar-	Amoy	1.30 p.m.
seilles, 8th July	Amoy	1.30 p.m.
Manila	Amoy	1.30 p.m.

*Superscribed correspondence only.

EXCHANGE.

CLOSING QUOTATIONS.

May 30, 1932.

On LONDON:—
Telegraphic Transfer 1/25
Bank Bills, on demand 1/25
Bank Bills, 4 months 1/3
Credit, 4 months 1/4
Documents, 4 months 1/4
On PARIS:—
Bank Bills, on demand 27 1/2
Credit, 4 months' sight 62 1/2
On NEW YORK:—
Bank Bills, on demand 23 1/2
Credit, 60 days' sight 24 1/2

ON BOMBAY:—

Telegraphic Transfer 82 1/2

On CALCUTTA:—
Telegraphic Transfer 82 1/2

Bank, on demand 7 1/2

On SHANGHAI:—
Bank, at sight 10 1/2

On YOKOHAMA:—
On demand 7 1/2

On MANILA:—
On demand 4 1/2

On SINGAPORE:—
On demand 5 1/2

On BATAVIA:—
On demand 6 1/2

On HAIPHONG:—
On demand 6 1/2

On SAIGON:—
On demand 6 1/2

On BANGKOK:—
On demand 15 1/2

SOVEREIGNS, Bank's Buying
Rate 1/2

Rate 1/2

Printed and Published by ROBERT TYLER BARRITT, for the
HONG KONG DAILY PRESS, LIMITED, at 11, Ice House Street,
Victoria, Hong Kong; London Office: 12, Fleet Street,
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"DIOMED" 14th June, For Obolena, London,
Bordeaux and Hamburg.

LIVERPOOL SERVICE

"ATREUS" 7th June, For Liverpool and Havre

"NELEUS" 20th June, For Genoa, Havre & Liverpool

NEW YORK SERVICE